

FIFTEENTH ANNUAL REPORT

OF THE

Richmond and Danville Railroad Co.,

EMBRACING

THE REPORTS

OF THE

President, Treasurer and Superintendent;

TOGETHER WITH THE

PROCEEDINGS OF THE STOCKHOLDERS

AT THEIR ANNUAL MEETING

Held in the City of Richmond on Wednesday, December 10th, 1862.

RICHMOND:

G. W. GARY, PRINTER, 21 PEARL STREET,
1862.

THE ANNUAL REPORT
J. B. Fox
Supt Norfolk and
Petersburg Telegraph Co
and Norfolk & Petersburg
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THE REPORTS 1862

President, Directors and Superintendents

PROCEEDINGS OF THE STOCKHOLDERS

IN THEIR ANNUAL MEETING

HELD AT THE CITY OF RICHMOND, ON WEDNESDAY, JANUARY 10, 1862.

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C. B. GARY, PRINTER, 11 N. 3RD ST.

1862

REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

RICHMOND AND DANVILLE R. R. COMPANY.

*To the Stockholders of the
Richmond and Danville Railroad Company.*

GENTLEMEN :

The President and Directors respectfully submit to you the following report :

The entire receipts of the road for the year ending the 30th day of September, 1862, reached the sum of \$724,430 00. Of this amount, \$341,233 80 constituted the working expenses of the road, and \$383,196 20 the nett earnings, for the last fiscal year. The ratio of working expense being 47.13 per cent. to 52.87 of nett earnings. In the working expenses are included the cost of the new engine house and shops near Danville, on the north side of the river, new tools for shops, relaying tracks and other expenditures, not properly chargeable to the ordinary working expenses. The various items amount to \$33,125 16, which being deducted, would reduce the ratio to 42.53 for expenses, and 57.47 for nett earnings.

The Company will perceive that the gross receipts of the road for the twelve months ending on the 30th day of September, 1862, exceeded those of the twelve preceding months by the sum of \$276,970 07. It is gratifying also to see that the nett earnings reached the amount of nineteen and one-half per cent. upon the capital stock of the road. These receipts, and

the consequent per centum upon the stock, would have been greatly increased if the regular operations of the road had been uninterrupted and continuous ; but early in the month of April the condition of public affairs, and the movement of our armies, rendered it a prudent measure to remove from Richmond all the property of the Company exposed to destruction by any unexpected success of the enemy. Accordingly the removal to Danville of all the machinery in the extensive work shops of the Company, and all the materials and property on hand was commenced and gradually carried on. The immense amount of Government stores required to be removed, about the same time, occupied all the means of transportation in both directions, and compelled the constant and continuous running of the engines and cars. The removal of the machinery and breaking up of repairs in the Company's shops near Richmond, the erection of temporary means for repairs and refitting, the transferring of the employees engaged in superintending and laboring in the shops to the vicinity of Danville, and providing temporary accommodations for them, when refugees from so many portions of the State were seeking shelter for their families, occupied several weeks. At the same time that the pressure of work upon our limited means of transportation was greatest and most urgent, we were deprived of the use of our machinery, shops and workmen, in transferring them to Danville, and consequently engines and cars needing constant repairs, in rapid succession, were necessarily run too long. Those which should have been taken into shops and put in good running order, both for safety and economy, were kept upon the road from necessity—hence we have to regret several accidents, not attributable to any neglect or want of proper precautions, but growing out of the absolute impossibility of keeping the engines and rolling stock in the best state of repair, and in the best condition for safety. The use of our shops, during the whole year, would have given us increased facilities for transportation, and would have increased in a corresponding ratio the receipts of the Company. These considerations induced us to construct permanent shops and engine house at Northside, to increase the facilities for manufacture and repairs, and

to insure against future casualties or interruptions. The shops in Manchester have been again refitted and put in working order, and we trust the means of transportation will be gradually increased. Those at North-side will afford valuable aid in preparing an increased number of cars, &c., which will be needed for greatly enlarged trade and travel anticipated on the completion of the Piedmont Railroad, and may be used for the construction and repairs of machinery and rolling stock of that road. With an amount of transportation and travel now sufficient to yield a nett revenue of over twenty-five per cent. upon the capital stock, even with extremely limited means for conducting the large business of the road, it is difficult to estimate the results with a sufficiency of engines and rolling stock after the connection with the North Carolina Central Railroad shall have been finished. It may be safely affirmed, that the most sanguine expectation of its earliest friends will be fully realized, and the investments of the stockholders insured to be profitable, as a pecuniary transaction, in addition to the vast collateral benefits.

Indebtedness of the Company.

In the last annual report, it was stated that a debt of \$65,400 had been extended through a period, running from May, 1861, to November, 1863; of that sum \$8,900 had been paid, leaving \$56,500 then unpaid and outstanding; since that report, the additional amount of \$12,500, of the extended bonds, has been paid off, (\$9,500 of which has been paid since the close of the fiscal year,) leaving \$44,000 now remaining unpaid. There is, however, the sum of \$96,400 invested in six and eight per cent. bonds of the Confederate Government standing to the credit of the Company as a sinking fund, and for the purpose of meeting any unforeseen contingences. There is a further debt of \$200,000 guarantied by the State, but not falling due nor payable before the year 1875. The interest upon this has been regularly paid, and provision for the payment of the principal can be made long before it falls due.

There is an annuity due to the State of Virginia for thirty-four years of \$42,000 per annum, being the interest and sinking

fund upon a debt of \$600,000. Ten years of the thirty-four have passed, and the annuity has been regularly paid; twenty-four have still to run. The transactions of the Company are conducted by cash payments, and the system of floating debts rendered unnecessary by the prosperous condition of our treasury.

Railroad Extensions and Connections.

The Western extension and the Roanoke Valley extension continue in a condition of suspended operations. The extreme difficulty of procuring materials, implements, iron and labor, will, we fear, postpone active and efficient work upon either of them until the restoration of peace or the breaking of the blockade. Your Board can only express their earnest desire to see both completed as speedily as practicable, and their deep regret that the situation of public affairs precludes them from giving material aid.

There is another connection, that of the Richmond and Danville with the North Carolina Central Railroad, which has at last been secured. The importance of this connection, as the great thoroughfare for trade and travel with the Atlantic and Gulf States south of Virginia, had been long and deeply impressed upon the stockholders of this Company before our national troubles commenced. After Virginia had seceded from the old Union, and united her destinies with the Southern Confederacy, her position, geographical and political, marked her out as one of the chief sufferers by the war. Upon her soil large armies must be supplied with all the munitions of war and all the means of subsistence and transportation, and thus it became necessary to open additional lines of communication with the southern portion of the Confederacy. To the great commercial benefits were superadded the still more important necessities growing out of military movements. This route presented the shortest line in distance, the safest in location, and the least liable to any interruption by hostile occupation.

These considerations induced the Board, on the 12th day of June, 1861, to instruct their President to confer with the authorities of the Confederate States, and to urge its great impor-

tance. On the 19th he addressed a letter to President Davis, in the following words:

OFFICE OF THE RICHMOND AND DANVILLE RAILROAD, }
Richmond, June 19, 1861. }

To his Excellency Jefferson Davis, President of the Confederate States of America:

SIR,—I have the honor to communicate to you the enclosed certified copy of a resolution adopted by the Board of Directors of the Richmond and Danville Railroad Company at a meeting held on the 12th day of June, 1861.

In compliance with the resolution I present for your consideration the subject to which it relates.

I beg leave to state concisely, that the proposed connection between the Richmond and Danville Railroad and the North Carolina Railroad will require the construction of about 40 miles of road only, and will, when made, present the straightest and nearest line from Richmond to Kingsville and Branchville, in South Carolina, the distances respectively being 419 and 460 miles.

An inspection of the accompanying map, which I have caused to be traced for the purpose, will show the route proposed. It will be seen that the route will be nearly midway between the Atlantic coast and the western boundary of Virginia, and will occupy, through its whole extent, a central position in the territory of the Confederate States, so that it will be the least exposed to hostile interference, and, indeed, would only be occupied by the enemy when he had overrun both Virginia and North Carolina. It would thus afford the safest route at all times for the transportation of troops and munitions of war.

It may be proper to add, that the country through which it passes embraces some of the richest grain growing counties of Virginia and North Carolina, which would ensure a supply of food, even if both the eastern and western routes were in the hands of the enemy.

I would respectfully ask a conference with you at your earliest convenience in regard to this matter, provided you think it of sufficient importance to occupy the attention of the Government.

With great respect,

I remain,

Your obedient servant,

(Signed,)

LEWIS E. HARVIE,

President of the Richmond and Danville Railroad.

This action was taken early after the city of Richmond had been selected as the capital of the new Confederacy.

In the ensuing annual message of the President to Congress the connection was recommended. On the 11th of December the stockholders met, and conferred upon the President and Directors full and ample authority to contract with the Government for the execution of the work, as soon as necessary legislation had sanctioned its construction.

On the 10th day of February, 1862, Congress appropriated one million of dollars in bonds to secure the execution of the work; and on the 8th of the month the Convention of North Carolina passed an ordinance incorporating the Piedmont Railroad Company with full powers to complete the connection,

when sanctioned by the Legislature of Virginia. The charter of the Convention granted to the Confederate States the right to subscribe for the whole, or any portion of the stock, and conferred upon any incorporated company of North Carolina or of Virginia the same powers. On the 13th this charter was communicated by the Governor to the Legislature, and on the 27th of March the Legislature of Virginia passed an act giving its sanction to the ordinance, and consummating the incorporation of the Piedmont Railroad Company.

The Directors of this Company did not await the action of the Legislature upon so important a subject; but on the 12th day of February, four days after the passage of the ordinance by the Convention of North Carolina, appointed a committee with authority to confer with the President of the Confederate States, and to propose to construct the work and complete the road as rapidly as it could be done, with all the means at their command. A copy of the proceedings and the proposition is submitted, marked (A.)

The proposition was not accepted, and no alternative offer was made, nor was any plan suggested by the authorities of the Confederate States by which the corporate powers or resources of the Company could be employed to expedite the work. Labor at that time was comparatively abundant and cheap—implements and materials might have been collected, and supplies for subsistence accumulated.

Nearly three months elapsed. The commissioners named in the charter had opened books of subscription to the capital stock of the Piedmont Railroad Company; but on the 5th day of May not a share had been subscribed by the Confederate States, incorporated companies, or by private individuals. The time had expired when the books of subscription, under the provisions of the charter, might be closed by the commissioners, with no subscription to the stock, and no progress on the work, or preparation for it, except in its survey and location.

Captain Edmund T. D. Myers, Confederate States army, had been ordered to survey the various routes, and to locate the road under the provisions of the charter. This duty was discharged

with energy and zeal. In the progress of the survey, the Directors determined on the 5th day of May, (after abandoning all expectation of any contract from the 12th day of February,) to submit another proposition to the Secretary of War for the construction of the road. That proposition was, in substance, to subscribe one million four hundred and ninety thousand dollars, all except ten thousand dollars of the capital stock of the Company, and to proceed, as "rapidly as may be," with the construction of the road, upon the terms set forth—that proposition was accepted on the 5th day of May, and modified on the 8th, to make it conform, in substance, with the contemplated agreement on the 5th. The agreement and subsequent modification are submitted, marked (B.) Accordingly, the whole capital stock of the Piedmont Railroad was subscribed on the 5th day of May—14,900 shares by the Richmond and Danville Railroad Company, and 100 shares by individuals, in order to constitute the requisite number of persons qualified as Directors. The charter required nine Directors, and that each should own five shares.

The Directors of this Company proceeded immediately, viz: on the 7th of May, to make provisional arrangements for hire of hands, obtaining grants of land for depot lots, right of way, for purchasing of iron, timber, implements and materials, and for procuring whatever might be required for the speedy commencement and prosecution of the work, conditional on the same being adopted by the Directors of the Piedmont Railroad Company, when duly elected and organized.

By the charter, the commissioners were required to give at least thirty days public notice, after closing the books of subscription, for a general meeting of the Stockholders to be held in the town of Greensboro', in the State of North Carolina. The full amount having been subscribed on the 5th day of May, the fact was notified to the Chairman of the General Commissioner, Wm. T. Sutherlin, of Danville, who had been duly authorized by a meeting of the commissioners to call a general meeting of the stockholders upon the subscription of the requisite number of shares.

The stockholders were required to meet on the 11th day of June in Greensboro', and pursuant to notice met, organized and elected their Directors. By this action all the formalities required by the charter were fully complied with, and not until that time did the Piedmont Railroad Company, by its constituted and chartered authorities, possess any right to commence or proceed with the construction of the work on the road. On the day after the organization of the Company, all provisional and preliminary arrangements made by the Richmond and Danville Railroad Directors, on behalf of the Piedmont Railroad Company, were sanctioned and adopted as their own acts.

In the meantime, from the subscription to the organization of the Company, Captain E. T. D. Myers had progressed with so much energy as to make a definite selection of route, so far as regarded the termini in Danville and in Greensboro'. His location, made under the instructions of the Confederate Government, in accordance with the provisions of the charter, was approved and adopted; and it became the duty of the Piedmont Railroad Company to acquiesce in a selection of routes made by an engineer of high professional attainments, selected by the Government, without reference to personal, political or incorporated interests. The Government was conceded to be impartial and neutral, and by this disinterested arbiter, an engineer of admitted ability and character was selected, and to him was confided the location.

The confidence of the Government, and the accurate knowledge and general information of Captain Myers, pointed him out as the proper person to occupy the position of Chief Engineer, and chief of construction in the service of the Company. He was elected, and the Secretary of War was requested to detail him for that special service. The request was granted, and he became by election of the Directors, and order of the Secretary of War, the Chief Engineer and chief of construction.

On the 13th of June the President and Chief Engineer were authorized to employ three superintendents of divisions, fifteen hundred laborers, and the requisite number of overseers, and to purchase the supplies, materials, implements, teams, carts,

wagons, &c., corresponding with the number of laborers. This order of the Piedmont Board was followed promptly and energetically by the appointment of agents to hire and purchase in various portions of Virginia and North and South Carolina. The most zealous and persevering efforts by agents, advertisements, and correspondence, did not meet their just expectations.

Whilst these exertions were made to organize a force under the immediate management and control of the Chief Engineer, extensive advertisements were resorted to, inviting proposals to construct any portion of the work. Failing to receive bids, the Chief Engineer made a special trip to Georgia to confer with certain railroad contractors, reported to have command of large means, and a large number of laborers. On the 28th of June he reported verbally to the Board that he had held an interview with them, and that they would examine the line of the road and the character of the work upon the offer or assurance of twenty-five cents for excavation, and twenty-five cents per cubic yard for embankment, equivalent to near fifty cents per cubic yard for the work. This was about three times the cost of similar work upon the Richmond and Danville Railroad, and was a condition precedent to any examination whatever. A proposition, so uncertain and informal, and so extravagant in its terms, requiring the assurance of about fifty cents per cubic yard, before examining the work, did not receive the favorable consideration of the Board, although it was recommended by the Chief Engineer at that time.

Finding that the difficulty in procuring laborers, in sufficient force, at \$12 per month, was greater than anticipated, the Board on the 10th of July increased the price to \$15 per month, with rations and medical attendance, which was five dollars more than was paid by the Confederate Government for impressed slaves in Virginia. They also empowered the President of the Company to purchase four hundred slaves to put upon the work, and appropriated four hundred thousand dollars for that purpose. The Georgia contractors were also invited to visit Virginia, and to confer with the Board, upon the assurance of liberal terms for the construction of the work. This they declined to do.

The President promptly executed the order of the Board in proceeding to purchase slaves, but was compelled to exceed the price authorized by the Board, to the extent of \$141 00 each. He reported to the Board on the 14th of August the purchase of seventy-one in number, at an average of \$1,141 each. The advance over the price authorized was sanctioned, and authority given to continue that policy. It is proper in this connection to state, that near one-third of the slaves purchased have since run away, several have been shot and severely wounded in efforts to recapture them, and seventeen are still at large. Under these circumstances, every motive of humanity and every incentive of policy, forbid the further prosecution of the work by purchased slaves from the exposed frontier.

At the same meeting Edmund Wilkes & Brother submitted a proposal to construct the whole of the road except two sections already undertaken by J. Q. A. Leach, and such portions of the work as could be completed by the Company with a force of one hundred and fifty negroes, purchased and hired by them. Three alternative propositions were made, viz: to complete the work by the first day of October, 1863, at 35 cents per cubic yard; or on the first day of August, 1863, at 36 cents per cubic yard; or on the first day of May, 1863, at 37 cents per cubic yard.

The President and Chief Engineer recommended the acceptance of the proposal, as soon as testimonials of ability to comply with the undertaking could be furnished, and the Board instructed them to close the agreement for the earliest day; *i. e.*, the first day of May, at the highest price, viz: 37 cents per cubic yard. In this connection we desire to say, no proposal has been rejected, but every one has been accepted for expediting the work, except the informal and extravagant proposition of the Georgia contractors.

The contractors employed have been diligently engaged in obtaining labor, collecting materials, and in construction. The laborers actually employed upon the work had reached the number of eight hundred on the third day of December. This number was not regarded by the Chief Engineer as sufficient to complete the work by the date specified, and a requisition has accor-

dingly been made upon the contractors to supply the additional labor according to contract.

From time to time, to increase the force employed by the Company, the price per month has been advanced until it reached \$22 per month for men, and \$15 for boys, by an order of the Board at its October meeting.

In making these detailed statements of the proceedings of the Piedmont Railroad Directors, we feel justified by the fact, that nearly the entire stock is held by the Richmond and Danville Railroad Company and its Directors. But we feel a still deeper interest and anxiety to set forth by dates, figures, acts and proceedings, the exercise not only of *due diligence* in prosecuting the work since the organization of the Company, but of the employment of all means within the power of the Company after the contract with the Confederate Government to expedite the work. The price offered for slaves has always been much higher than that fixed for impressed slaves, either by the Confederate Government or the Legislature of Virginia at the respective periods.

The sum of \$150,000 has been appropriated for the importation of materials needed in the construction and working of the road. Responsible parties have contracted to deliver the articles, but it is not deemed proper to give their names, nor to enter into fuller specifications.

This report has been so far extended by interesting and necessary details, in connection with the Piedmont Railroad, that we feel justified in referring you to the report of the Superintendent of transportation for information in regard to the condition of the road, buildings and rolling stock.

We cannot close this report without recording a just tribute to the Superintendent of transportation for eminent services in his department—displayed in untiring energy and zeal in behalf of the interests of the Company—in constant and intelligent supervision—in valuable suggestions and plans for enlarging the means of transportation, repairs and equipment—and especially for his cordial and hearty co-operation with the administration of this Company in the employment of every means to aid the

Government in the great struggle now demanding all the patriotism of the whole country. It is due also to the officers and agents of the Company generally to say they have discharged their duties to the Company and to the country with commendable zeal and fidelity.

LEWIS E. HARVIE, *President.*

(A)

OFFICE OF THE RICHMOND AND DANVILLE RAILROAD COMPANY, }
Richmond, Feb'y 12, 1862. }

WHEREAS, The stockholders of this Company, at their last annual meeting, held on the 11th day of December, 1861, authorized this Board to use all the corporate means of the Company now possessed, or which may be conferred on the Company for the purpose, and also to make any contract or agreement with the Government of the Confederate States, which may be necessary and proper for connecting the Railroad of this Company with the North Carolina Railroad; therefore,

Ordered, That the President of this Company, in conjunction with Mr. John R. Edmunds, and Mr. Thomas T. Giles, counsel of the Company, be, and they are hereby authorized to propose, on behalf of this Company, to the President of the Confederate States of America, to construct the railroad provided for by the act of Congress, entitled "An act to provide for connecting the Richmond and Danville and the North Carolina Railroad for military purposes," approved the 10th day of February, 1862.

Ordered, That the committee, authorized to propose to the President of the Confederate States on behalf of this Company to build the contemplated railroad connecting this road with the North Carolina Railroad, be, and are hereby instructed, to make the said proposition on the following terms, viz:

1st. That the said Confederate States Government shall engage to deliver to the President and Directors of this Company, to be secured and repaid as hereinafter provided, the bonds of the said Government for the sum of one million dollars, or as much thereof as may be required to complete the road, authorized to be issued for the purpose by the act of Congress, approved the 10th day of February, 1862, in such sums and at such times as the committee may deem necessary for carrying on the work as rapidly as may be.

2d. To pledge the Company to complete the work as rapidly as it can be done with all the means at their command, and to devote the bonds for the said sum of money, or so much thereof as may be necessary and may be furnished to the Company, for the purpose of completing the said work, and none other. And if any thereof should be so furnished and remain unexpended on the completion of the road, to return the same to the treasury of the said Confederate States. If the bonds for the said sum of one million dollars should not be sufficient to complete the work, any additional sum required for that purpose to be furnished by the Company.

3d. To secure the repayment of the said bonds, or so much thereof as may be received by this Company by the bonds of the Company, secured by a mortgage on the contemplated road, and if they think it best on the existing road and property of this Company.

4th. The bonds of this Company, so given to the Confederate States, to bear such rate of interest as may be agreed on, and to be made payable as follows, viz: one hundred thousand dollars on or before the 1st January, 1864, and the like sum of one hundred thousand dollars on or before the 1st day of January in each and every year thereafter, until the whole amount of the said bonds received of the Confederate States are paid off and discharged, or to pay annually or semi-annually to the Confederate States Government an amount sufficient to discharge the whole of the said bonds so received, together with the interest thereon, at the end of ten years, from the 1st day of January, 1864.

5th. The said road and works to be the property of this Company, and vested in

them in the same way and with the same powers as they hold and use their present road and works, and the said Confederate States Government to guarantee such property in an uninterrupted use of the said road and works to this Company.

6th. The said road and works to be constructed on such line and in such way as may be prescribed or approved by the President of the Confederate States; but the said committee to obtain, if possible, a stipulation or assurance that the said road shall be constructed on the most direct eligible route.

7th. The said committee are to carry out the foregoing instructions, as far as possible, but are authorized to vary therefrom in any particulars not essential to the main objects contemplated thereby, and if any such variations are required; and also to make and enter into any other stipulations not inconsistent with the said objects, which may have been omitted herein, and may be required to render the proposition acceptable to the President of the Confederate States, or necessary to have the proposition concurred in by the said President.

These propositions and instructions were unanimously adopted.

(B)

OFFICE RICHMOND AND DANVILLE RAILROAD COMPANY, }
Richmond, May 5, 1862. }

Resolved, That the Richmond and Danville Railroad Company will subscribe for 14,900 shares of the stock of the Piedmont Railroad Company, chartered by the ordinance of the Convention of North Carolina, to enable this Company to construct the contemplated railroad under the said charter. Provided, that the Government of the Confederate States of America will lend to this Company the money or bonds appropriated by the Congress of the said Confederate States for the purpose of building the said railroad, on the following terms, viz: that the loan so made shall be in bonds convertible into treasury notes; that the Company shall not be required to pay interest on the said loan, at least until after the said railroad shall be completed and in operation; that the sum so loaned is to be repaid in instalments of one hundred thousand dollars per annum, commencing at the end of one year after the day on which the said railroad is completed; that the said loan is to be secured by bonds and mortgage on the work to be constructed, and if required, on the whole or on so much of the railroad and works of this Company as may be deemed necessary; that the said Government will advance to this Company the sum of seventy-five thousand dollars, in part of the said loan, so as to enable the Company to pay up the first payment required by the said charter on the subscription to be made to the said stock; and that the said Government will furnish to this Company the iron necessary to construct the said railroad at the cost thereof to the Government, to be taken in part of said loan; this Company binding itself to apply the money or bonds so loaned and the iron so furnished to the construction of the said railroad, and to no other purpose whatever, and to proceed with said construction as rapidly as may be.

Resolved, That the President of this Company is authorized and required to submit the foregoing proposition to the proper authorities of the said Government, and if the same are accepted, that he subscribe on behalf of this Company for the number of shares, above mentioned, in the stock of the said Piedmont Railroad Company.

Resolved, That if the said proposition shall not prove acceptable to the Government of the Confederate States, in whole or in part, that the President of this Company be authorized to receive proposals from the proper authorities of the said Government for the purpose of carrying into effect the object of the foregoing resolutions, and that he report the same to the Board.

RICHMOND, May 6, 1862.

The President reported to the Board the acceptance of the Government of the Confederate States, to the proposition made on yesterday, with the following endorsement on the back of the copy of the same, viz:

WAR DEPARTMENT, May 6, 1862.

The within proposition is accepted, the War Department reserving for the Go-

vernment the preference in all transportation during the war, and the right to the assistance of the Company in obtaining iron to lay the track.

(Signed,)

GEO. W. RANDOLPH, *Secretary of War.*

The President then, on behalf of the Company, subscribed for fourteen thousand nine hundred (14,900) shares of the Capital Stock in the Piedmont Railroad Company.

OFFICE RICHMOND AND DANVILLE RAILROAD COMPANY, }
Richmond, May 8, 1862. }

WHEREAS, The President of the Richmond and Danville Railroad Company having communicated to the Board of Directors that the contract with this Company, to loan this Company one million of dollars in bonds convertible into treasury notes, *cannot* be complied with by the authorities of the Confederate Government, therefore,

Resolved, That the President be authorized to modify the contract so as to receive treasury notes to the amount of \$74,500 to meet the 5 per cent. on the stock subscribed, and the residue thereof in the bonds authorized by law. Provided, that the bonds of this Company, to be executed to the Confederate Government for the payment of the loan, shall not bear interest until at least eighteen months after the completion of the Piedmont Railroad, and said road is actually in operation.

Evening Session.

The President submitted the following modification of the contract, which was adopted by the Board:

WAR DEPARTMENT, May 8, 1862.

The contract bearing date May 6, 1862, between the Richmond and Danville Railroad Company and the War Department is modified in the following particulars: The loan shall be in bonds of the Confederate States in the usual form, and shall not bear interest until eighteen months after the road is completed and in operation. The rate of interest paid by the Company shall be the same with that borne by the bonds.

(Signed,)

GEO. W. RANDOLPH, *Secretary of War.*

AUDITOR'S REPORT.

OFFICE OF THE RICHMOND AND DANVILLE R. R. Co., }
Richmond, December 3, 1862. }

*To the President and Directors of the Richmond and Danville
Railroad Company.*

GENTLEMEN :

Herewith you have the annual statements of the financial affairs of the Company to September 30, 1862.

Table A, showing the total cash receipts and disbursements for the year.

Table B, showing the state of affairs of the Company from its organization to September 30, 1862.

Table C, showing the amount of notes outstanding September 30, 1861, amount since issued, and the amount outstanding September 30, 1862, \$50,000 of which have since been paid.

Table D, showing the resources of the Company September 30, 1862.

All of which is respectfully submitted.

J. D. BLAIR, *Auditor.*

A

Auditor's Statement of Receipts and Disbursements of the Richmond and

1861.						
Oct. 1—	To balance on hand per last report,					\$18,781 28
31—	To transportation and connections received this month,	65,963	65			
Nov. 30—	To do. do. do. do.	51,818	71			
Dec. 31—	To do. do. do. do.	54,167	40			
1862.						
Jan. 31—	To do. do. do. do.	41,232	58			
Feb. 28—	To do. do. do. do.	45,449	65			
Mar. 31—	To do. do. do. do.	58,694	64			
April 30—	To do. do. do. do.	34,291	61			
May 31—	To do. do. do. do.	46,319	59			
June 30—	To do. do. do. do.	49,375	94			
July 31—	To do. do. do. do.	58,158	96			
Aug. 31—	To do. do. do. do.	64,103	89			
Sept. 30—	To do. do. do. do.	56,594	47			
	To Telegraph line received for the year,					617,062 46
	To car rent September, October and November 1861,					4,052 61
	To wages returned by paymasters for the year,					767 32
	To bills receivable, collected,					2,491 78
	To U. S. A., post office department,					463 14
	To provision account, amounts returned,					6,828 22
	To State of Virginia, army account,					16,963 59
	To repairs machinery, iron sold, &c.,					1,122 27
	To Henry county, to pay Company,					1,642 71
	To repairs of road,					1,899 09
	To interest,					567 51
	To machinery account, planing mill sold,					289 22
	To lost freight account, sales unclaimed, freight and baggage,					259 69
	To repairs engines and freight cars, (old material sold,)					3,292 52
	To new buildings,					441 80
	To Confederate States, transportation,					129 18
	To stock Piedmont Railroad Company, returned,					26,754 89
	To sundry accounts and balances paid in,					399 09
	To nett proceeds, bills payable, \$100,000 discounted, F. B. and B. C.,					1,346 91
						97,900 00
1862.						
Sept. 30—	To balance,					62,054 99

 \$863,157 23

Danville Railroad Company, for the year ending September 30, 1862.

1862.		
Sept. 30—	By contingent expenses for the year,	5,959 87
	By repairs to machinery do.	4,676 98
	By wages do.	34,688 64
	By repairs of road do.	28,892 61
	By do. to depots and water stations for the year,	1,934 75
	By do. to engines do.	7,798 51
	By do. to bridges and culverts do.	1,562 61
	By do. to freight cars do.	11,469 68
	By do. to cars do.	1,314 09
	By do. to buildings do.	1,856 12
	By passenger, mail and baggage cars for the year,	1,395 72
	By new do. do. do. do.	424 85
	By construction do.	425 86
	By petty charges do.	1,397 38
	By cotton waste do.	987 47
	By oil and tallow do.	10,912 44
	By wood do.	15,459 53
	By bills payable do.	7,366 57
	By provisions do.	14,524 42
	By miscellaneous transportation expenses for the year,	1,932 69
	By transportation do.	1,594 94
	By telegraph do.	3,887 41
	By relaying track do.	3,219 71
	By connections do.	95,843 29
	By dividend No. 1 do.	352 00
	By do. do. 2 do.	55,562 95
	By do. do. 3 do.	51,661 45
	By interest do.	8,306 27
	By salaries do.	8,466 59
	By paymasters do.	137,797 57
	By shop expenses do.	2,569 01
	By office do.	1,086 04
	By train do.	1,281 28
	By depot do.	2,609 42
	By do. improvements do.	708 42
	By new machinery do.	4,847 99
	By extended bonds do.	4,669 09
	By lost freight do.	2,643 03
	By printing and advertising do.	3,534 86
	By agents to make purchases do.	21,867 49
	By negro clothing do.	18,557 60
	By new buildings do.	9,043 39
	By stock killed do.	402 25
	By Henry county coupons do.	1,620 09
	By bridges and culverts do.	67 69
	By State of Virginia on loan account, 7 per cent. on \$600,000 00,	42,690 09
	By new cars for the year,	110 10
	By incline plane do.	764 59
	By sundry small accounts for the year,	744 75
	By Confederate States,	1,886 63
	By stock Piedmont Railroad Company,	109,600 09
	By balance,	62,954 99
		<hr/> 803,157 23

E. E.

J. D. BLAIR, Auditor.

Auditor's Annual Statement of Receipts, Disbursements and Liabilities of the Richmond and

RECEIPTS.

Capital stock,	\$2,000,000 00		
Subscribed by Individuals		490,000 00	
Do. City of Richmond		250,000 00	
Do. Town of Danville		10,000 00	
Do. County of Pennsylvania		30,000 00	
Do. " " Henry		20,000 00	
Do. State of Virginia		1,200,000 00	
		\$2,000,000 00	
Deduct due by Individuals	7,381 97		
" " " State of Virginia	11,491 59	18,702 50	
			\$1,981,297 50
Received guaranteed bonds, due in 1875,		230,000 00	
" State of Virginia, loan, redeemable in 34 years,		600,000 00	890,000 00
Received bonds due August, 1859,		250,000 00	
" " " " 1860,		150,000 00	400,000 00
Received extended bonds at 5 and 36 months, to meet in part those due in 1860,			65,490 00
Received from telegraph line last year	1,576 15		
" " " " this "	5,284 65		6,860 80
Received from lost freight account (sales)			3,207 98
Received from Confederate States, in part of loan of \$100,000 00, to build Piedmont Railroad,			74,500 00
Received from transportation this year	738,791 22		
" " " connections and charges this year	117,837 00		856,628 31
Received from transportation connections and charges to September 30, 1861,			4,072,695 00

LIABILITIES.

Due on open account, per ledger,	13,133 88	
Bills payable outstanding	100,600 00	
		\$113,733 88

Danville Railroad Company, from date of organization, Nov. 20, 1847, to Sept. 30, 1862.

DISBURSEMENTS.

Cost of road and property to September 30, 1861,		\$3,653,143 87	
Add this year for construction	387 48		
Bridging	68 10		
Contingent account, including taxes and insurance,	5,959 76		
Machinery	4,717 34		
Depot improvements and property	804 97		
Incline plane	764 59		
		12,792 15	
			3,665,846 02
Interest paid	This year	to Sep. 30, '61:	
" " redemption fund	46,587 31	582,944 49	
	6,060 69		
		44,998 65	
			689,449 45
Bonds due in 1859—paid		259,099 00	
" " " 1860		150,000 00	
			409,099 00

TRANSPORTATION DEPARTMENT.

Payments, transportation, connections and charges to September 30, 1861,		2,514,769 71	
Add this year for transportation, connection and charges	95,362 49		
Miscellaneous transportation expenses	1,333 89		
Repairs to machinery	2,608 75		
" " bridges and culverts	1,562 61		
" " depots and water stations	1,950 25		
" " engines	7,555 14		
" " freight cars	11,467 20		
" " road	29,684 73		
" " buildings	1,836 12		
" " passenger, mail and baggage cars	2,829 41		
New " " " " " "	534 95		
" " buildings	8,936 69		
Depot expenses	2,127 92		
Shop " "	2,569 71		
Office " "	1,263 61		
Train " "	1,359 03		
Oil and tallow and cotton waste	12,799 46		
Wages	161,638 78		
Negro clothing	18,881 53		
Provisions	19,145 73		
Wood	18,466 11		
Printing and advertising	3,545 61		
Salaries	8,466 59		
Lost and damaged freight	2,660 38		
Stock killed	406 25		
Casualties	125 00		
		415,972 35	
			2,939,742 56
Telegraph line	This year	to Sep. 30, '61:	
	3,161 23		
		4,737 03	
			7,899 10
Dividend No. 1 of 4 per cent., December 1, 1859,		79,297 94	
" " 2 of 3 per cent., January 1, 1862,	59,492 95		
" " 3 of 3 per cent., August 1, 1862,	59,405 95		
		118,808 99	
			198,616 84
Surveys Western extension		6,600 15	
" " North Carolina extension		2,326 44	
			8,926 59
Extended bonds—paid	4,600		
		7,300	
			11,900 69
Piedmont Railroad Company			174,200 00
Due the Company on open accounts per ledger		48,856 64	
" " " by State of Virginia, army account,		729 29	
" " " " Confederate States " "		83,729 78	
" " " " " " general post office		3,691 80	
			136,997 82
Bonds of the Confederate States on hand			96,400 00
Cash in banks			62,954 99
			\$8,374,324 45

C

Statement of Bills payable for the year ending September 30, 1862.

Notes outstanding September 30, 1861,	\$7,986 57	
Do. issued this year,	100 000 00	\$107,986 57
Do. paid this year,	7,386 57	
Do. now outstanding,	*100,000 00	\$107,986 57

* Paid since say October 22, 1862, 50,000 00

E. E.

J. D. BLAIR, Auditor.

D

Resources of the Company September 30, 1862.

Due by the State and private stockholders,	\$18,702 50	
Do. on accounts per ledger,	48,856 04	
Bonds of the Confederate States,	96,400 00	
Bills due by do. do.,	83,729 78	
Do. do. do. State of Virginia,	720 20	
Do. by underwriters of ship Harriet Augusta, (in suit,)	16,807 81	
Cash in Banks,	62,954 99	\$328,171 32
Less debts due by the Company per ledger,	136,583 40	
Extended bonds falling due shortly,	12,500 00	
Negro hire,	13,923 89	
Bills against the Company certified, but not called for,	21,310 53	\$184,322 82
		\$143,848 50

E. E.

J. D. BLAIR, Auditor.

SUPERINTENDENT'S REPORT.

SUPERINTENDENT'S OFFICE R. & D. R. R., }
Richmond, December 6th, 1862. }

LEWIS E. HARVIE, Esq., *President*:

SIR,—I submit the following report of the operations of the road for the fiscal year ending September 30th, 1862:

EARNINGS OF THE ROAD FOR THE YEAR.

Local passengers, .	\$220,109 79	
Through do.,	61,136 39	
		281,246 18
Outward local freight,	37,570 85	
Do. connection freight,	6,951 36	
Inward local do.,	71,174 81	
Do. connection do.,	10,526 25	
Intermediate local do.,	12,523 48	
Do. connection freight,	13,493 95	
Coal,	22,390 76	
Belle Isle,	1,309 94	
		175,941 40
Express,		21,471 69
Confederate States mail,		13,845 70
		492,504 97
Total,		

CONFEDERATE STATES TRANSPORTATION.

Passengers,	117,696 63	
Freight,	108,356 49	
		226,053 12
		718,558 09
Earnings of Telegraph line,		5,871 91
		724,430 00
Total earnings,		

EXPENDITURES.

Accounts registered from 1st Oct., 1861, to 30th September, 1862,	\$351,687 37	
Add accounts registered subsequent to September 30th, 1862,	5,191 79	
Deduct accounts chargeable to fiscal year, ending September 30th, 1861,	3,767 71	
		1,424 08
		353,111 45
Deduct inventory October 1st, 1862,	74,445 53	
Add inventory October 1st, 1861,	56,557 85	
		17,887 68
		335,223 77
Deduct cost of storehouse built for Pied- mont Railroad,	600 00	
		335,223 77
Carried forward,	\$600 00	724,430 00

Brought forward,	\$600 00	\$335,223 77	\$724,430 00
Deduct for work done for Confederate States,	2,827 02		
Deduct for sales of scrap iron, &c.,	8,992 24		
Do. " rent of cars,	8,089 25		
Do. " amount paid Southern Telephone Company for through messages,	217 67		
		20,726 18	
		\$314,497 59	
Salaries,		8,466 59	
Taxes, insurance, &c.,		3,869 66	
		\$326,833 84	
Add for decrease in rolling stock,		14,400 00	
Working expenses for the year,			341,233 84
Nett earnings,			\$383,196 16
Working expenses 47 13-100 per cent. of the gross receipts.			
Nett earnings 52 87-100 per cent. of the gross receipts.			

EXPENDITURES FOR THE YEAR.

Salaries,	\$8,466 59
Taxes, insurance, &c.,	3,869 66

MAINTENANCE OF ROADWAY AND REAL ESTATE.

Repairs of road,	\$7,428 95
Repairs of bridges and culverts,	1,995 42
Repairs of depots, water stations and buildings,	17,727 30
	107,151 67

REPAIRS OF MACHINERY.

Shop expenses,	7,729 03
Repairs of engines,	11,832 88
Repairs of passenger, mail and baggage cars,	5,868 40
Repairs of freight cars,	7,263 53
	32,693 84

OPERATING.

Oil and tallow,	9,666 89
Cotton waste,	909 33
Wood,	21,741 48
Train expenses, including pay of conductors, baggage masters, engineers, firemen, brakemen and watchmen,	41,851 79
Depot expenses, including pay of depot agents, and their hands and stationery, and other supplies for depots,	52,320 12
Advertising,	506 48
Office expenses,	7,690 50
Stock killed,	443 25
Lost and damaged freight,	1,568 35
Telegraph expenses,	4,943 25
Coalfield incline plane,	1,912 67
Miscellaneous expenses,	1,842 47
	145,396 58

Carried forward,

\$297,578 34

Brought forward,

\$297,578 34

NEW BUILDINGS.

Engine house at Danville,	8,378 36	
New machine shop at Danville,	2,898 59	
New station house at Powhatan,	1,179 02	
		12,455 97

NEW BRIDGES AND CULVERTS.

Completing trestle bridge, Staunton river,	424 05
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NEW PASSENGER, MAIL AND BAGGAGE CARS.

Completing new passenger car,	1,529 62
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NEW MACHINERY FOR SHOPS.

One 11-inch 22 horse-power engine,	2,800 00	
One 40-inch bellows,	50 50	
One drill press and one iron planer,	700 00	
One lathe,	825 00	
One wood planing machine,	800 00	
One 30-inch fan,	150 00	
		5,325 50

DEPOT IMPROVEMENTS.

Paving in depot at Danville,	161 20	
Do. do. do. Richmond,	65 10	
Completing turn table at Clover,	50 00	
Do. do. do. Keysville,	149 50	
Turn table, culvert, &c., in North-side depot,	1,266 70	
		1,692 50
Relaying track,		7,097 19
Completing telegraph line,		730 67
		29,255 50

\$326,883 84

DECREASE IN ROLLING STOCK.

10 box cars,	12,000 00	
1 snow plough,	800 00	
1 iron coal car,	1,000 00	
2 gravel cars,	600 00	
		14,400 00
Total,		\$341,233 84

By comparison of this year's report with that for the fiscal year ending September 30th, 1861, it will be seen that there has been an increase of \$276,970 07, or 62 per cent. in the gross receipts, and an increase of \$101,366 59, or about 42 per cent. in the expenses.

In this year's report I have included in working expenses the whole expenditure for the fiscal year, and have not deducted the disbursements for new buildings, depot improvements and new machinery. To make, therefore, a proper comparison of the working of the road for the past year with that of previous years, the sum of \$33,125 16 should be deducted from the working expenses, as given above, and the increase then becomes only \$68,241 30, or 28 per cent.—and the ratio to gross earnings 42.53, instead of 47.13 per cent.

Owing to the small capital of our railroad companies, it has been customary for them, having in view the speedy opening of their roads, to husband their means by the use of temporary structures, with the intention of putting up permanent structures as soon as a sufficient sum has been realized from the nett earnings. It thus happens that for several years after the opening of a road there is a heavy annual expenditure, which is very properly chargeable to construction, as it is in reality an outlay that should have been made before opening the road, and would have been but for the want of means. There must, however, be a time when this annual outlay for improvements ceases to be legitimately placed in the construction account, and becomes a part of the annual expenses of working, for as there is no limit to the improvements that can be made in a railroad, by the erection of new structures and extension of existing ones, the construction account would never be closed, and the road consequently never considered to be completed.

In preparing the report for the fiscal year ending September 30th, 1860, the year, during the greater portion of which my predecessor, Mr. A. Worrall, was Superintendent of the road, I adopted the plan that had prevailed for several years previous, and made a very liberal estimate of construction items, which were deducted from the expenditures in determining the

working expenses. In my last report I adopted a different course, to which I called attention at the time, and reduced the charge for construction to such items of expenditure only as I thought were not properly included in working expenses. This year I have gone still further, and have charged all expenditures to working expenses, not reporting any as chargeable to construction, and I have done this upon the ground that these annual disbursements for improvements are offsetted by an annual depreciation, of which no account is taken—and further, that as it is an annual outlay, which is as certain to occur as the ordinary outlay for working the road, that a correct exhibit requires that it shall be included as a part of the working expenses, and deducted from gross earnings, in ascertaining the nett earnings of the road.

I would call attention to the fact, that I have this year added to working expenses the sum of \$14,400, which I estimate to be necessary to replace the cars lost by fire and accident during the year. This sum I consider sufficient to place our rolling stock in as good order as it was at the beginning of the year, as by using old material, the cost of rebuilding these cars will be less than that of building new ones.

The details of gross receipts and a comparison with last year's business are given in Tables B and C.

Roadway and Bridges.

There has not been much change in the condition of the track during the past year. The iron rail has of course deteriorated to an extent equivalent to the amount of use to which it has been subjected during the year, and the rails of that portion of the road which have been in use eight or ten years are laminating rapidly, and until they are replaced with new iron it will be impossible to have a smooth road. By removing from the sidings and branch tracks such bars of heavy rail as were in good condition, material has been obtained to take the place of those bars in the main track that were most worn and battered, and in this way the heavy rail track between Powhite creek and Apomattox river has been kept in about the same condition that it was last year. Iron sufficient to lay about 14 miles of track,

has been thus transferred from the sidings to the main line during the year.

The iron of the flat bar track east of Amelia Court House is wearing out very rapidly, and it is difficult to procure the bars required for repairs.

The flat bar between Junction and Staunton river is in the same condition that it was last year, with the exception that the occurrence of broken bars is perhaps more frequent than formerly. The sidings will for some time yet supply, by substitution, the iron necessary for repairs on this portion of the road, and the broken iron answers as well on the sidings as the long bars.

The heavy rail west of Staunton river, though probably subjected to more use during the past year than during any two years previous, does not as yet show any symptoms of wearing out, and is apparently in as good order as it was at the beginning of the year.

The usual quantity of sills and stringers have been used during the year in repairing the track, of the former a sufficient number to lay 23 miles of track, or about 17 per cent. of the entire length of the road, and of the latter a sufficient length for 8 miles of track, or 20 per cent. of the length of the flat bar track. The sills remain in the road until rendered unfit for service from decay, but the stringers generally mash or split before they decay, and their renewal is therefore much more frequent; sometimes they remain in the road but a few days before they become so damaged that they have to be removed. Of the 4,113 pieces of string timber taken out of the road during the year, only 803 were decayed—the rest were either mashed, broken or split—the greater number, namely: 2,654 having been mashed. This will show how important it is to the safety of the road that there should be an abundant supply of string timber of the best quality, and explain why it was that at times during the past year it was with great difficulty that our track could be kept in safe order, owing to the great scarcity of timber.

At the close of the fiscal year there were $99\frac{3}{4}$ miles of heavy rail, and $40\frac{3}{4}$ miles of flat bar track on the main line of the road—

$\frac{3}{4}$ of a mile of flat bar having been replaced with heavy rail during the year. Part of the iron with which this $\frac{3}{4}$ of a mile was laid, was received in payment for flat bar sold to the rolling mills, and the rest of it was obtained from the sidings by substituting flat bar for it.

The entire length of flat bar now between Richmond and the Junction is four miles, and this short piece of track is more difficult to keep in order than any other part of the road, as almost the entire tonnage and travel of the road passes over it. It has been laid more than a year longer than the flat bar west of Junction, and has been subjected each year to at least double the amount of wear. As before stated, the iron is nearly worn out, and this makes the destruction of the wooden superstructure much more rapid, while the constant passing of trains increases in a great degree the difficulty of making the proper repairs. While the repairs of the heavy rail track, immediately above and below it, has required for the last year nothing more than keeping open the ditches, and surfacing the road bed, this four miles of flat bar has required $1\frac{1}{2}$ miles of stringers, and a large number of sills to keep it in a safe condition, and scarcely a day passes without two or more stringers being put in to replace those that are mashed or broken. I have been thus particular in describing the condition of this piece of road, in the hope that when the facts are known in regard to it, some plans may be suggested by which heavy iron enough can be obtained to relay it.

The flat bar, west of Junction, can be kept in a safe condition for some years yet, although the increase of transportation over it, which will ensue upon the completion of the connection with the North Carolina Railroad, will produce a more rapid deterioration.

I have already stated that the iron of the heavy rail track west of Staunton river is in excellent order. I would further state, that three-fifths of this portion of the road, or 30 miles, has been laid with new sills in the last three years, 13 miles of sills having been put in last year, and that I consider the track now in every respect in better condition than it has been before, since the resilling commenced. The new sills are much superior to those first put in, and will last much longer.

It will be seen from the foregoing statement, that although the con-

dition of the track has changed but little during the year, and is such that the road can be worked with safety at the moderate speeds which have been adopted, that there is about 22 miles of heavy rail which is very much worn, and 4 miles of flat rail requiring entire renewal, or substitution with heavy rail. As soon therefore as the condition of affairs renders it possible, it will be necessary to purchase a supply of iron for the repairs of the one, and the entire substitution of the other.

The total length of sidings is now 16 $\frac{1}{2}$ miles, an increase of $\frac{1}{2}$ of a mile in length during the year. Unused sidings have been taken up, and existing sidings have been extended. No new sidings have been laid, except at Rockfield Station, and in Manchester and Richmond yards.

The bridges and culverts are in good order, and have had all necessary repairing during the year at a cost of \$1,995 42. A strong wind last spring blew off the tin from a portion of the roofs of the bridges over the Dan and Staunton rivers, and as yet the roof of the former bridge only has been repaired.

The cost of repairs of roadway is given in detail in Table marked C. It will be seen that there has been an increase in cost of \$9,986 94.

Including in cost of repairs of roadway the cost of relaying track, an expense that properly belongs to it, the cost of repairs per mile run is 32 cents.

Depots and Buildings.

The buildings of the Company are in good order.

In Table E is given a detailed statement of the cost of repairing and improving the shops, and the freight and station houses during the year. The total expenditures under this head being \$17,727 30, an increase of \$8,580 32, as compared with the previous year.

In the expenditure under this head for this year is included the cost of the temporary buildings which were erected in Manchester and at North-side, when the shops in Manchester were given up to be used as hospitals for the wounded; also, some portion of the expense incident to the moving of the machinery, and the entire cost of refitting the Manchester shops up to the date of closing the report.

The passenger house in Richmond has been somewhat improved during the year by the erection of a more convenient ticket office, and the extension of the platforms.

A new brick passenger house has been in use at Fowhatan for several months; the building, however, is not completed, as it is intended to move the old station house and unite it with the new one, to furnish additional room.

The station house at Chula has been added to, and outhouses built during the year, with a view to furnishing accommodation for the agent and his family. The entire building and platform have been thoroughly repaired.

The freight house at Barksdale's has been underpinned and shingled during the year; the gravel roof has been in bad order for a long time, and could not be repaired, and a new covering was indispensable.

There has been a great deal of work done during the year in extending and repairing platforms, and adding to and repairing station and section houses, which though important, and in many cases indispensable, need not be given in detail.

A new brick engine house, capable of holding six engines, has been built at North-side, and is now nearly completed. The cost thus far has been \$8,378 35.

In this connection I deem it well to call attention to the inadequacy of the present arrangement for transferring passengers and freight at the Junction. When the present building was put up, though inconvenient, it was found to answer the purpose, as the business was light. Now, however, the travel has increased, until the convenience of the traveling public demands that some better arrangement be made. The freight and passenger business should, I think, be transacted in separate buildings.

Machine, Carpenter and Smith Shops.

The shops in Manchester were abandoned in the month of May last, a short time before the battles around Richmond, as it was deemed prudent to remove to a place of safety the machinery which was indispensable to the working of the road, and might in case of a reverse, be lost to us without the possibility of replacing

it. The machinery and materials were removed to North-side, and placed in temporary buildings, where for several months all the machine work of the road was carried on.

Since the close of the fiscal year part of the machinery has been moved back, and the Manchester shops are again in use, but the shops at North-side are retained, and a brick building is in process of erection, in which it is intended to place the machinery permanently. To supply both shops it has been necessary to purchase additional tools, the cost of which, including the stationery engine for North-side shops, is \$5,325 50.

In moving back into the Manchester shops, it was necessary to purchase some new materials, the cost of which is included in shop expenses.

Motive Power.

There has been no increase in the stock of locomotives during the year.

The engine Planet, which has been found too light to be of any service, and has rarely been used, has been put up in the Manchester carpenter shop to drive the machinery, and her name is therefore dropped from the list of engines.

The engine Chesterfield was completed early in the fiscal year, but on her second trip, the building in which she was standing at Junction caught fire and burnt down, and she was so much injured that she did not leave the shop the second time until the 20th day of March.

The engine Danville is in very nearly the condition she was at the beginning of the year, as the force of mechanics has been so small that it was hardly sufficient to keep in repair the engines which were in constant use.

The mileage, and cost of repairs and maintenance of engines, will be found in Table marked G, and shows an increase of \$21,979 18 in the total cost, and an increase of 5.41 cents in cost per mile run.

Rolling Stock.

The inventory taken October 1st, 1862, shows the Company's stock of cars to be as follows :

- 12 first class passenger cars.
- 8 second class cars.
- 4 mail and baggage cars.
- 4 conductor's cars.
- 3 express cars.
- 1 wreck car.
- 180 eight-wheel box cars.
- 1 powder car.
- 41 eight-wheel flat cars.
- 27 four-wheel stone cars.
- 10 material cars, (8-wheel flats.)
- 13 four-wheel wooden coal cars.
- 2 four-wheel wooden sand cars.
- 54 six-wheel iron coal cars.
- 15 four-wheel gravel cars.
- 8 eight-wheel boarding cars.
- 1 four-wheel boarding car.

By comparing this list with that given last year, it will be seen that the first class coach, which has been in process of construction in the shops of the Company for nearly two years, has been completed, and is in use ; that one of the mail and baggage cars has been changed into a second class car ; that a box car has been fitted up as an express car, and that ten box cars, one iron coal car, and one flat, are missing. The snow plough, which was a flat car, fitted up as a plough, has been altered, so as to be again used for transportation. Of the box cars reported missing, one while loaded with cotton caught fire and burnt up ; another was burnt on the South-side road ; two others were so broken by an accident that nothing but the iron work was saved ; another accident, threw two others off the track, and in getting them on the track again they had to be taken to pieces ; the remaining four were unfit for service, and were pulled to pieces in the repair shop of the Company.

By reference to my statement of working expenses, it will be seen that I have added to the actual expenditure the sum of \$14,400, which expense I estimate will be necessary to put the rolling stock in the condition it was at the beginning of the fiscal year.

In Table H is given in detail the cost of repairs and maintenance

of cars during the year. The total cost of repairs of cars for this year is \$17,900 56, an increase of \$8,788 93, as compared with the last fiscal year ; but it will be seen by reference to the table, that this year I have included the item of shop expenses, which was omitted last year. During the year our cars have run 238,547 miles on connecting roads, for which service we have received \$8,089 25. The cars of the South-side road have run 71,248 miles on our road, and we have paid \$2,159 70 for their use. The difference between these amounts, viz : \$5,929 55, I have credited to car repairs.

The moving our shops, by depriving us of the use of the machinery for several months, added greatly to the cost of keeping our rolling stock in order—directly, by virtue of the greater expense of hand work, and indirectly, because the want of the shops at a time when the business of the road was heaviest, made it impossible to keep our cars in order, and the accidents arising from the condition of the cars, by the damage they caused, swelled the cost of repairs. The accidents to the trains which have occurred, were I think in every case caused by the condition of the cars, which were in such constant use for several months during the summer, that no time was allowed to work on them. As, however, every accident occurred on the flat bar track, it would seem that the defects in the cars, which were the result of too constant use, were not such as would produce accidents on the smoother surface and firmer joints of the heavy rail.

Telegraph.

The receipts from the telegraph line, and the expense of working it, are given in detail, in Tables marked (R) and (S.)

The gross earnings for the year are	\$5,871 91
And the expenses	4,943 25
	<hr/>
The nett earnings, therefore, are	\$928 66
Or 15.8 per cent. of the gross earnings.	

The total cost of the line is \$7,692 59. The nett earnings, therefore, for the year are 12.07 per cent. of the original cost.

141 miles 21 officers.

The working of the telegraph line from the completion is as follows:

Earnings for 1860-1		\$1,436 85
“ 1861-2		5,871 91
Total earnings		<u>\$7,308 76</u>
Expenses for 1860-1	\$2,180 17	
“ 1861-2	4,943 25	
		<u>7,123 42</u>
Excess of earnings		<u>\$185 34</u>

It is proper to call attention to the fact, that almost the entire pay business of the line consists of messages to and from Danville. This therefore is the only office, the expenses of which can legitimately be charged against the pay business; the other offices are intended principally for the business on the road, and have but little pay business. In this view the expenses of the line would be reduced to about \$1,000—and the nett earnings this year would be more than half the original cost of the line.

The stock of telegraph instruments has been increased during the year, and there is now a telegraph office at every regular station. The total number of offices open at present is eighteen.

Passenger Business.

Local passengers going West,	-	-	-	-	43,656	
Do. do. coming East,	-	-	-	-	41,632	85,288
Through passengers going West,	-	-	-	-	11,415	
Do. do. coming East,	-	-	-	-	17,490	28,905
Government passengers going West,	-	-	-	-	55,079	
Do. do. coming East,	-	-	-	-	38,884	93,963
Furlough passengers going West,	-	-	-	-	8,860	
Do. do. coming East,	-	-	-	-	9,245	18,105
Total,	-	-	-	-		<u>226,261</u>

	1860 and '61.	1861 and '62.	Increase in 1861 and '62.
Local passengers,	48,959	103,393	54,434
Through do.,	19,637	28,995	9,268
Government passengers,	34,680	93,963	59,283
	<u>103,276</u>	<u>226,261</u>	<u>122,985</u>
Total mileage of local passengers,	-	-	4,773,230
Do. do. of through passengers,	-	-	1,567,067
Do. do. of Government passengers,	-	-	5,126,131
Do. do. of furlough do.,	-	-	1,355,728
Do. do. of all do.,	-	-	<u>12,822,156</u>
Average number of miles travelled by local passengers,			55.96
Do. do. do. through do.,			54.21
Do. do. do. Government passengers,			54.54
Do. do. do. furlough do.,			74.88
Do. do. do. all do.,			<u>56.60</u>

Receipts from local passengers,	-	-	-	-	\$220,109 79
Do. do. through do.	-	-	-	-	61,136 29
Do. do. Government passengers,	-	-	-	-	102,322 63
Do. do. do. train for the sick,	-	-	-	-	15,174 00
Total receipts from passengers,	-	-	-	-	\$398,542 81
Average receipts for carrying one local passenger one mile,	-	-	-	-	3.55 cents.
Average receipts for carrying one through passenger one mile,	-	-	-	-	3.90
Average receipts for carrying one Government passenger one mile,	-	-	-	-	2.00
Average receipts for carrying one passenger one mile,	-	-	-	-	2.99

The number of passengers carried is more than double this year what it was last, and the increase in receipts is \$207,695 59. The average receipt per passenger is \$1 69, a very slight reduction as compared with the previous year, when the receipt per passenger was \$1 70.

The average receipts per mile for local passengers is less than it was last year, but this is to be attributed to the large number of furlough tickets sold, as the rates of charges for local travel remained unchanged until just before the close of the year.

The average receipts per mile for through passengers is much higher this year than last, the rates having been increased to the same as the local rates; as there were no half rate through tickets, the average receipts per mile for through passengers is higher than that for local.

The average receipts per mile this year for all travel is less than it was last, owing to the Government or half rate travel having increased in a greater proportion than the local.

For several months a train was run between Richmond and Danville to carry the sick to and from the hospitals. The compensation for this train was at the rate of \$2 per mile run, and no account was kept of the number of persons carried. The total mileage of this train was 7,587 miles, and the receipts were \$15,174. Supposing the average number of miles travelled, and the rate of charge to be the same as for other Government travel, this sum is equivalent to the transportation of 13,910 persons, and will increase the total travel to 240,171, and the Government travel to 107,873. The total mileage will be 13,580,856, and the average receipt per passenger per mile 2.93.

In Tables marked J, K, L, M and N, will be found reports of the travel to and from each Station during the year.

	1860-1.	1861-2.	Increase.	Decrease.
Mileage for the year,	223,162	313,267	90,105	
Receipts per mile run,	\$2.00 50-100	\$2.31 25-100	\$0.30 75-100	
Expenses per mile run,	\$1.07 48-100	1.08 92-100	.01 44-100	
Receipts per mile of road,	\$3,184 76-100	\$5,156 08-100	1,971.32-100	
Expenses per mile of road,	\$1,707 24-100	2,428 71-100	721.47-100	
Increase in mileage as compared with last year,			40.	3-10 per ct.
Do. in receipts as do. do. do.			61.	9-10 " "
Do. in working expenses, as compared with last year,			42.	2-10 " "

TONNAGE.

The tonnage report for the year gives the following results:

Local tonnage outward,	-	-	-	5,495 68
Do. do. inward,	-	-	-	13,318 40
Connection tonnage outward,	-	-	-	2,465 83
Do. do. inward,	-	-	-	5,725 36
Intermediate tonnage local,	-	-	-	4,051 11
Do. do. connection,	-	-	-	2,734 45
Belle Isle tonnage,	-	-	-	2,662 70
Coal, do.	-	-	-	29,146 08
Confederate connection tonnage outward,	-	-	-	5,505 95
Do. do. do. inward,	-	-	-	6,656 81
Connection tonnage outward,	-	-	-	2,955 57
Do. do. do. inward,	-	-	-	5,927 51
Company's tonnage,	-	-	-	722 24
Confederate tonnage, log and stone train,	-	-	-	9,645 00

94,553 17

NUMBER OF TONS CARRIED ONE MILE.

Outward local freight,	-	-	-	570,548 44
Inward do. do.	-	-	-	1,169,388 86
Outward connection freight,	-	-	-	129,915 03
Inward do. do.	-	-	-	291,169 09
Intermediate local do.	-	-	-	246,527 69
Do. do. connection freight,	-	-	-	188,633 22
Belle Isle freight,	-	-	-	4,125 42
Coal, do.	-	-	-	373,543 12
Outward Confederate freight,	-	-	-	698,369 88
Inward do. do.	-	-	-	646,544 11
Outward connection do.	-	-	-	159,691 26
Inward do. do.	-	-	-	329,085 66
Confederate log and stone train,	-	-	-	45,562 00

4,741,354 19

Average distance of transport of all freight,	-	-	-	59.25 miles.
Do. do. do. outward local freight,	-	-	-	163.81 do.
Do. do. do. inward do. do.	-	-	-	87.35 do.
Do. do. do. Confederate do.	-	-	-	69.73 do.

Receipts per ton per mile for all freight,	-	-	-	6.74 cents.
Do. do. do. do. do. do. outward local freight,	-	-	-	6.58 do.
Do. do. do. do. do. do. inward do. do.	-	-	-	6.11 do.
Do. do. do. do. do. do. outward connection freight,	-	-	-	5.35 do.
Do. do. do. do. do. do. inward do. do.	-	-	-	5.23 do.
Do. do. do. do. do. do. Belle Isle do.	-	-	-	15.96 do.
Do. do. do. do. do. do. Coal do.	-	-	-	5.98 do.
Do. do. do. do. do. do. Confederate do.	-	-	-	5.81 do.

	1860-1.	1861-2.
Number of passengers per mile of road,	735.06	1619.40
Tons of freight hauled,	532.75	671.55
Average number of tons of freight per train,	38.05	29.68
Average number of cars per freight train,	10	8.

All of which is most respectfully submitted by

Your obedient servant,

CHAS. G. TALCOTT,

Superintendent.

A

LIST OF OFFICERS, AGENTS AND EMPLOYEES

On the Richmond and Danville Railroad, October 1st, 1862, with their respective rates of compensation.

OFFICERS, &c.	NAMES.	SALARIES.
President,	Lewis E. Harvie,	\$3,000 per annum.
Directors on the part of the State of Virginia,	{ John R. Edmunds, Vincent Witcher, E. G. Leigh,	\$4 per day while attending the meeting of the Board, and their traveling expenses to and from the same.
Directors on the part of the stockholders,	{ R. O. Haskins, William Palmer,	
Superintendent,	Charles G. Talcott,	\$3,333 33 per annum.
Assistant Superintendent,	John M. Young,	1,250 "
Secretary and Auditor,	John D. Blair,	2,500 "
Treasurer,	R. E. Hughson,	1,375 "
Auditor's 1st Clerk,	Richard Hill,	87 50 per month.
Do. 2d do.	L. W. Pagaud,	87 50 "
FREIGHT AND TICKET AGENTS.		
General Freight Agent,	F. J. Sampson,	\$156 25 per month.
Do. Ticket do.	James H. Lester,	104 17 "
Express & Forward'g Ag't,	A. C. Winfree,	68 75 "
Freight Clerk,	J. J. Wingfield,	81 25 "
Do. do.	J. H. Gibbon,	62 50 "
Do. do.	T. R. Bass,	62 50 "
Do. do.	P. S. Wren,	62 50 "
Do. do.	E. A. Fariss,	62 50 "
Do. do.	Walter Bass,	62 50 "
Do. do.	W. H. Cardoza,	62 50 "
Do. do.	E. H. Sublett,	50 "
Receiver,	D. Bresnahan,	50 "
Shipper,	James Ritchie,	50 "
Do.	Walter S. Sublett,	40 "
Unloader,	Dennis O'Leary,	51 82 "
Agent at Coalfield,	J. N. Cook,	37 50 "
Do. at Incline Plane,	James L. Morrisett,	25 "
Do. at Powhatan,	M. B. Robertson,	37 50 "
Do. at Mattoax,	U. T. Jones,	31 25 "
Do. at Chula,	G. B. Cofer,	43 75 "
Do. at Amelia C. H.	G. W. Pollard,	43 75 "
Do. at Jetersville,	C. J. Angel,	43 75 "
Do. at Jennings' Ordin'y,	E. P. Robertson,	26 03 "
Do. at Junction,	James E. Grigg,	87 50 "
Do. at Price's,	L. N. Rowlett,	26 03 "
Do. at Meherrin,	W. H. Wingo,	43 75 "
Do. at Keysville,	W. P. Chastain,	62 50 "
Do. at Drake's Branch,	R. W. Chaffin,	37 50 "
Do. at Mossingford,	E. R. Martin,	31 25 "
Do. at Roanoke,	Chas. F. Palmer,	43 75 "
Ass't Agent at Roanoke,	John C. Smithson,	26 "
Agent at Clover,	Jacob R. Angel,	56 25 "

LIST OF OFFICERS, &c.—(Continued.)

OFFICERS, &c.	NAMES.	SALARIES.
Agent at Scottsburg,	G. W. Tuck,	\$31 25 per month.
Do. at Wolf Trap,	John E. Welbourn,	20 83 "
Do. at Boston,	P. H. Yancey,	51 87 "
Ass't Agent at Boston,	Thomas A. Davidson,	31 25 " *
Agent at New's Ferry,	G. Y. Nichols,	55 00 " *
Do. at Barksdale's,	A. B. Fowlkes,	68 75 " *
Do. at Ringgold,	M. Pollok, Jr.,	37 50 "
Do. at Danville,	M. H. Tredway,	104 17 " *
Ass't Agent at Danville,	S. J. Hopkins,	41 66 "
Do. " "	M. H. Callum,	31 50 "
TRAIN DEPARTMENT.		
Conductor Passenger Train,	W. L. Cheatham,	\$81 25 per month.
Do. do. do.	W. E. Taylor,	81 25 "
Do. do. do.	Robert Harvey,	81 25 "
Do. do. do.	W. S. A. Royall,	81 25 "
Do. Freight do.	Charles R. Coakley,	62 50 "
Do. do. do.	C. S. Wootton,	62 50 "
Do. do. do.	G. S. Shackleford,	62 50 "
Do. do. do.	B. C. Phillips,	62 50 "
Do. do. do.	G. R. Garrett,	62 50 "
Do. do. do.	W. C. P. Smyth,	62 50 "
Do. Material do.	John D. Bailey,	81 25 "
Do. Extra do. do.	John A. Davis,	81 25 "
Do. Gravel do.	John McCarthy,	62 50 "
Baggage Agent,	T. C. Eppes, Jr.,	58 32 "
Do. do.	W. E. Vaden,	58 32 "
Do. do.	Henry A. Bowman,	58 32 "
Express do.	J. C. Dame,	58 32 "
Do. do.	George Lindsey,	58 32 "
Engineers,	16	3 75 per day.
	1	2 50 "
Firemen,	1	1 50 "
	14	1 25 "
Brakesmen,	14	1 00 "
MACHINERY DEPARTMENT.		
Master Machinist,	W. G. Freeman,	\$156 25 per month.
Do. Carpenter,	B. P. Owen,	104 17 "
Do. Smith,	Pleasant Goode,	104 17 "
Machinists,	1	3 75 per day.
	5	3 50 "
Apprentices,	2	1 00 "
Blacksmiths,	4	3 50 "
	1	1 87½ "
	2	1 75 "
	1	1 50 "
Apprentice,	1	1 00 "
Carpenters,	2	3 12½ "
	3	3 00 "
	2	2 87½ "

* This mark designates that the Agent acts also as Telegraph Operator.

LIST OF OFFICERS, &c.—(Continued.)

OFFICERS, &c.	NAMES.	SALARIES.
Carpenters,	12	\$2 75 per day.
	11	2 50 "
	2	2 25 "
	5	2 00 "
	2	1 50 "
Car Inspector,	1	3 00 "
Painter,	1	3 00 "
Bricklayer,	1	3 50 "
Laborers about shops,	1	1 25 "
	4	88 "
Clerk of shops and Tel. Op.	H. H. TenBroeck,	62 50 per month.
Laborer,	Thomas W. Gentry,	22 50 "
NORTH SIDE SHOPS.		
Wash Isetts,	Foreman,	\$120 00 per month.
W. Ayres, Jr.	Clerk of shops,	62 50 "
Machinists,	5	3 50 per day.
Apprentices,	1	1 00 "
	2	95 "
Bolt Cutter,	1	2 25 "
Blacksmiths,	3	3 50 "
Helpers,	3	1 25 "
Carpenters,	1	3 00 "
	6	2 75 "
	2	2 50 "
	4	2 25 "
Moulder,	1	3 00 "
Tinner,	1	3 00 "
Painter,	1	2 75 "
Fireman,	1	1 50 "
Laborers about shops,	4	1 00 "
ROAD DEPARTMENT.		
Road Master,	D. C. Bowman,	\$1,375 00 per annum.
Section Masters,	14	43 75 per month.
Road Carpenter,	J. T. Flournoy,	81 25 "
Pump Repairer,	W. C. Foizey,	75 00 "
TELEGRAPH DEPARTMENT.		
Superintendent,	James L. Morrow,	\$1,200 00 per annum.
Operator at Richmond,	R. L. Millan,	800 00 "
Do. do.	G. N. Abbott,	45 00 per month.
Do. at Junction,	J. H. Harris,	25 00 "
Do. at Keysville,	J. S. Burton,	20 00 "
Do. at Mossingford,	H. H. Pollard,	25 00 "
Do. at Danville,	G. H. King,	50 00 "
Messengers,	1	18 00 "
	2	10 00 "
MISCELLANEOUS.		
Superintendent's Clerk,	Leonard Cox,	\$81 25 per month.
Storekeeper,	J. H. Bowman,	75 00 "

LIST OF OFFICERS, &c.—(Continued.)

OFFICERS, &c.	NAMES.	SALARIES.
Assistant Storekeeper, Watchmen at depots,	O. H. Clarke, 11	\$15 00 per month. 1 65 per day.

270 slaves employed at depots, at shops, and at stations, on sections and on trains, at an average cost of \$85 75 per annum each.

B

Table of Earnings of the Road for the year ending the 30th September, 1862.

DATE.	PASSENGERS.		OUTWARD FREIGHT.		INWARD FREIGHT.		INTERMEDIATE FREIGHT.		COAL.	BELLE ISLE.	EXPRESS.	MAIL.	TOTAL.
	Local.	Through.	Local.	Conne- ction.	Local.	Conne- ction.	Local.	Conne- ction.					
1861.													
October,	19,045 75	3,507 62	1,946 13	1,964 22	19,295 88	1,711 94	532 74	1,967 52	2,480 86	128 24	577 75		33,377 69
November,	9,637 70	2,487 93	2,357 73	1,955 86	10,344 97	1,641 29	562 13	406 74	2,181 73	134 50	877 23		31,686 91
December,	12,956 15	2,855 88	2,271 68	536 32	19,535 59	835 55	616 46	559 51	2,366 04	148 48	1,247 88	3,527 50	37,548 04
1862.													
January,	11,283 17	2,877 67	1,793 17	359 59	6,296 64	1,517 78	442 69	1,225 39	1,758 31	109 91	1,248 62		28,063 85
February,	11,321 38	2,698 64	2,329 69	411 66	8,511 26	681 01	691 63	592 88	1,083 15	125 82	972 47		30,229 50
March,	15,963 70	3,499 98	3,945 96	968 97	3,554 99	269 04	738 87	2,568 62	1,952 75	161 05	652 82	3,263 20	37,498 16
April,	14,981 00	3,346 69	3,327 10	682 16	1,985 69	424 76	720 75	764 36	1,942 97	185 63	694 45		31,955 47
May,	24,871 85	5,539 49	9,810 65	129 98	978 73	249 09	1,263 42	1,195 73	1,079 10	63 84	1,076 83		46,249 53
June,	29,299 66	8,050 25	2,225 69	234 89	1,761 41	698 48	1,224 12	568 09	983 71	39 39	1,659 91	3,527 50	41,174 01
July,	33,346 69	19,171 65	1,714 81	534 89	4,365 97	861 91	1,574 87	2,139 93	1,436 93	25 55	3,490 56		59,563 77
August,	28,506 92	9,407 25	1,653 92	492 68	4,152 11	587 65	1,732 37	616 74	1,726 62	24 33	5,981 94		54,971 63
September,	28,396 81	6,793 42	2,294 31	498 32	8,394 56	1,297 74	2,423 43	1,846 44	2,498 65	193 29	3,990 23	3,527 50	60,894 41
	220,199 79	61,136 39	37,570 85	6,951 36	71,174 81	10,526 25	12,523 48	13,493 95	22,399 76	1,399 04	21,471 69	13,845 70	492,594 97

Add the following items received from the Confederate States:

For passengers,	117,696 63	
" freight,	108,356 49	226,053 12
Total earnings,		\$718,598 99

Comparative Statement of Earnings of the Road for the year ending 30th September, 1861 and 1862.

DATE.	PASSENGERS.		OUTWARD FREIGHT.		INWARD FREIGHT.		INTERMEDIATE FREIGHT.		COAL FREIGHT.		STONE FREIGHT.	
	Local and Through.		Local and Connection.		Local and Connection.		Local and Connection.					
	1860.	1861.	1860.	1861.	1860.	1861.	1860.	1861.	1860.	1861.	1860.	1861.
1861.			16,258 25									
October,	14,175 83	13,553 37	7,121 06	3,919 35	21,274 85	12,006 92	2,569 48	1,629 26	1,159 29	2,489 80	159 19	
November,	8,272 28	11,525 63	4,833 11	3,413 59	11,789 35	11,985 36	1,264 86	968 87	1,280 30	2,181 73	185 19	
December,	9,404 65	14,912 63		2,898 09	4,239 99	11,371 14	849 92	1,166 97	1,079 16	2,366 04	111 48	
1862.			5,781 06									
January,	8,436 17	14,169 84	6,413 72	2,143 67	3,671 70	7,814 42	796 96	1,668 08	382 39	1,758 31		
February,	7,191 36	13,939 02	9,951 13	2,732 26	9,464 89	9,192 27	713 07	1,284 51	963 29	1,983 15	5 49	
March,	8,349 11	19,462 78	4,914 03	8,877 19	3,754 64	971 67	3,754 64	971 67	1,632 80	1,952 75	16 07	
April,	19,424 26	18,327 69	13,561 32	6,999 26	11,725 05	2,419 45	893 59	1,485 11	99 40	1,942 97	9 31	
May,	13,415 67	39,492 25	6,692 39	9,931 63	3,933 70	1,227 73	955 16	2,459 15	162 16	1,079 19		
June,	12,854 45	28,349 91	3,428 54	2,469 49	3,649 79	2,369 89	699 62	1,792 21	311 32	983 71		
July,	16,442 62	43,518 25	3,024 28	2,249 79	12,416 18	5,226 98	695 56	3,795 89	896 62	1,436 93		
August,	15,464 15	38,993 27	2,585 18	2,146 69	21,217 54	4,739 76	1,571 67	2,349 11	1,436 63	1,726 62		
September,	14,591 51	35,199 23	2,959 89	2,762 63	19,671 89	9,662 16	1,874 91	4,269 87	1,215 35	2,498 65		
Increase,	139,913 06	281,246 18	82,609 84	44,522 21	131,932 13	81,791 06	13,856 48	26,917 43	9,947 78	22,399 76	486 46	
Decrease,		142,233 12		38,987 63		50,231 97		12,169 95		12,442 98		486 46

C. S. BUSINESS.

	1860 & '61.	1861 & '62.	Increase.
Passengers,	37,069 16	117,696 63	80,626 47
Freight,	12,139 41	198,356 49	96,226 08
Totals,	49,199 57	226,953 12	176,862 55

C—Continued.

DATE.	BELLE ISLE FREIGHT.		EXPRESS FREIGHT.		MAIL.		TOTAL.	TOTAL.	INCREASE.	DECREASE.
	1860.	1861.	1860.	1861.	1860.	1861.	1860 and 1861.	1861 and 1862.		
1861.										
October,	188 66	128 24	594 49	577 75			56,379 86	33,377 69		23,002 17
November,	145 80	134 50	529 23	577 23			29,678 49	31,889 91	488 42	
December,	130 61	148 48	496 49	1,247 88	3,550 76	3,527 50	24,692 11	31,848 94	12,855 93	
1862.										
January,	10 49	169 91	399 82	1,248 02			19,394 51	28,963 85	9,569 34	
February,		125 82	321 94	972 47			25,043 58	38,229 50	5,176 92	
March,	75 02	161 05	347 65	552 82	3,550 76	3,263 29	33,163 39	37,408 16	4,244 86	
April,	29 23	185 63	394 95	694 45			37,137 92	31,055 47		6,081 55
May,	105 46	63 84	467 19	1,076 83			25,731 55	46,249 53	29,598 98	
June,	82 29	39 39	432 13	1,650 91	3,550 76	3,527 50	25,698 81	41,174 61	16,165 29	
July,	54 39	25 55	415 97	3,499 56			33,905 53	59,563 77	25,658 24	
August,	34 51	24 33	469 66	5,981 94			42,769 74	54,971 63	12,291 89	
September,	193 11	193 29	420 70	3,999 23	3,527 50	3,527 50	44,364 86	69,894 41	16,529 55	
increase,	971 69	1,309 94	5,272 14	21,471 69	14,179 78	13,845 79	398,269 36	492,594 97	123,519 33	29,983 72
decrease,		338 25		16,199 55				183,374 85		
						334 98		89,139 24		
Nett increase,								94,235 61		
" " in C. S. business,								176,862 55		
Total nett increase,								\$271,998 16		

D

MAINTENANCE OF ROADWAY AND REAL ESTATE—REPAIRS OF ROAD BED AND TRACK.

Table showing cost of each Section in detail for the fiscal year ending 30th September, 1862.

SECTIONS.	Free Labor.	SLAVE LABOR.		Total for Labor.	SHOP EXPENSES.		Issues from Store House.	Spikes.	Sills, Stringers, Lumber and Keys.	Frogs, Castings and Switches.	Gravel Train Expenses.	Material Train Expenses.	Proportion of Road Masters. Labor.	TOTAL.
		Hire.	Clothes and Provisions.		Labor of Mechanics.	Issues.								
1st Section,	826 00	615 00	986 49	2,427 49	57 43	61 55	124 60	428 60	1,508 00	909 23	163 12	297 50	81 75	6,830 26
2d do.,	768 75	824 98	899 69	2,493 42	42 07	15 29	122 52	271 00	854 44	549 53	399 38	117 69	81 75	4,848 69
3d do.,	1,092 72	680 09	926 25	2,698 97	15 89	68 19	117 55	254 50	1,388 44	224 28	298 72	258 70	81 75	5,496 99
4th do.,	1,092 11	715 09	889 29	2,696 31	29 29	7 61	81 98	549 09	1,535 59	265 66		211 18	81 75	5,959 28
5th do.,	786 90	689 91	658 11	2,125 92	18 12	4 00	98 28	1,135 49	1,949 54	353 70		268 12	81 75	6,027 93
6th do.,	632 00	699 09	701 06	2,023 06	10 63	2 25	64 38	100 00	154 89	536 55	603 69	21 28	81 75	3,688 27
7th do.,	894 25	799 98	954 11	2,648 34	8 68	25 59	116 03	984 25	1,623 78	59 94	690 78	223 34	81 75	6,452 39
8th do.,	955 00	740 00	948 99	2,643 99	8 47	9 15	73 05	893 69	1,682 22		429 38	239 23	81 75	5,961 84
9th do.,	1,126 90	740 00	861 15	2,728 14	11 17	19 82	141 17	924 90	1,839 09	150 06	254 69	251 03	81 75	6,392 64
10th do.,	1,931 29	680 01	856 45	3,467 75	357 73	36 89	69 23	865 59	2,290 92	98 49	564 16	316 29	81 75	8,148 53
11th do.,	1,988 86	799 98	936 49	2,825 24	1 86		166 05	139 29	2,812 00		579 38	375 32	81 75	6,980 74
12th do.,	1,391 75	765 09	933 46	3,090 21	6 23	4 00	138 17	381 50	2,933 20	66 08	638 25	413 37	81 75	7,752 76
13th do.,	715 57	824 98	895 31	2,435 86	6 74	2 30	79 26	427 59	3,662 44	229 18		459 08	81 75	7,375 11
14th do.,	914 00	715 00	718 17	2,347 17	1 88	80	124 48	176 64	2,106 88	155 98	1,120 91	289 62	81 75	6,494 21
Total,	\$14,726 19	10,269 94	12,164 84	37,160 97	559 01	248 17	1,508 74	7,441 59	26,350 15	3,659 69	5,731 38	3,633 75	1,144 50	\$87,428 05

E

REPAIRS BUILDINGS.—Table showing cost of Repairs of Buildings during the fiscal year ending 30th September, 1862.

BUILDINGS.	Free Labor.	SHOP EXPENSES.		Materials used.	Paid on Vouchers	TOTAL.
		Labor of Mechanics	Issues.			
Richmond Freight House,		4 18	4 15		34 00	42 33
Do. Passenger Depot,		10 50	4 75		359 09	374 04
Do. Offices,		86 70	8 44		14 30	199 44
Do. Depot,		897 88	392 40		251 74	1,542 02
Manchester engine house,		41 17	24 56		73 46	139 19
Machine and Smith shop,	450 00	1,295 07	732 91	1,167 10		3,555 08
Carpenter and Paint shop,	450 00	1,633 25	334 43	568 00		2,385 68
Manchester depot lot,		2 74	1 05			3 79
Section houses, 1st to 14th inclusive,	48 00			140 60	14 00	202 60
Coalfield Station,	77 60	7 53	11 50	219 00		316 53
Powhatan do.	120 00	4 28	30 22	148 40	10 00	312 90
Mattoax do.	61 00			54 20		115 20
Chula do.	139 50	306 93	743 10	435 00	1,129 74	2,754 27
Amelia Court House Station,	7 50		40	2 50	32 50	42 90
Jetersville do.	90 00	28 50		37 50		165 00
Junction do.	12 50	1 38		28 00	46 31	88 19
Meherrin do.	106 50	87		72 67	37 50	217 54
Keysville do.	408 00	18 98	27 00	765 70	37 50	1,257 27
Mossingford do.	75 00		17 96	85 00		177 96
Roanoke do.	75 00		29 75	163 00	2 10	269 85
Clover do.	193 00			271 00	50 00	514 00
Scottsburg do.	36 00			28 00		64 00
Wolf Trap do.	37 00			12 50		49 50
Boston do.	152 00	2 00		90 00	71 50	295 50
New's Ferry, do.			7 50			7 50
Barksdale's do.	310 00	48 00	5 00	629 44	245 66	1,238 79
Ringgold do.	96 00		1 05	246 35	8 50	351 90
North-side do.	144 00		1 00	134 00	12 30	291 30
Danville do.	187 50	90 00	35 89	526 25	3 00	842 73
Total,	\$3,265 10	3,790 14	2,413 66	5,824 60	2,433 80	\$17,727 30

How do you find out cost of free labor

F

MAINTENANCE OF ROADWAY AND REAL ESTATE.

REPAIRS OF BRIDGES AND CULVERTS.—*Table showing cost of Repairs of Bridges, and Culverts during the fiscal year ending 30th September, 1862.*

DESCRIPTION OF BRIDGES, &c.	Free Labor.	SHOP EXPENSES.		Materials used.	Paid on Vouchers.	Total.
		Labor of Me- chanics.	Issues.			
Wood Bridges,	151 00	166 84	44 25	173 14	738 03	1,273 26
Iron "	214 25			47 50	259 00	520 75
Culverts,	92 00			109 41		201 41
Total,	457 25	166 84	44 25	330 05	997 03	1,995 42

G.—Table showing cost of Maintenance and Repairs of Engines during the fiscal year ending 30th September, 1863.

NAME OF ENGINE.	Labor.	Materials used.	Labor and Materials.	Extraordinary Repairs.	Ordinary Repairs.	Miles run.	Cost of ordinary repairs per mile run in cents.	Total cost of repairs per mile run in cents.	Cords of Wood used.	Miles run per cord.	Gallons of Oil used.	Miles run per pint.	Cost of Wood used.	Cost of Oil used.	Cost of Waste used.	Cost of Wood, Oil and Waste used.	Total cost.	Cost per mile run for fuel, oil, waste and repairs.
Roanoke,	62 38	14 28	76 66		76 66	990	8.51	8.51	117 1/2	7.64	183 1/2	8.10	245 25	33 15	8 12	286 52	363 18	40.35
Fury,	277 68	109 00	377 68		377 68	13,630	2.90	2.90	594 1/2	25.81	77 1/2	21.15	1,651 30	219 74	23 30	1,870 34	1,672 62	12.83
Tempest,	84 86	140 05	224 91		224 91	8,390	2.68	2.68	188 1/2	44 45	69 1/2	17.30	303 19	168 80	26 10	588 06	812 97	9.69
Elvira,	566 25	418 99	985 24		985 24	28,140	3.50	3.50	640 1/2	43.95	118 1/2	29.68	1,533 68	378 41	61 99	1,773 91	2,759 15	9.80
Appomattox,	268 09	19 62	287 71		287 71	9,580	3.00	3.00	348 1/2	27.46	107 1/2	11.14	726 50	307 99	53 70	1,088 19	1,375 90	14.36
Charlotte,	503 89	150 01	722 81		722 81	18,850	3.81	3.81	882 1/2	56.17	34 1/2	50.99	797 40	212 50	17 40	1,027 36	1,750 17	12.63
Carolina,	138 68	106 50	245 18		245 18	6,315	3.88	3.88	224 1/2	28.68	38 1/2	29.70	470 89	123 25	17 70	629 75	865 93	13.71
Pittsylvania,	511 80	273 55	785 35		785 35	18,720	4.19	4.19	654 1/2	28.62	99 1/2	23.63	1,362 30	241 05	39 80	1,643 15	2,428 59	12.97
Richmond,	199 30	75 46	274 79		274 79	3,170	8.66	8.66	166 1/2	19.88	19 1/2	29.85	321 99	44 78	15 90	382 58	657 28	20.73
Chesterfield,	1,136 52	549 22	1,685 74	816 15	869 59	14,110	6.16	11.94	829 1/2	26.66	69 1/2	25.28	1,102 10	272 28	30 00	1,404 38	3,090 12	21.19
Virginia,	411 08	469 07	881 05		881 05	26,030	3.38	3.38	664 1/2	39.17	123 1/2	26.46	1,384 25	380 36	67 40	1,832 01	2,713 66	19.42
Potomac,	190 36	116 08	306 44		306 44	18,468	1.20	1.20	525 1/2	25.16	118 1/2	29.00	1,093 70	590 78	43 69	1,666 68	1,829 42	12.64
Henry,	492 03	189 97	682 00		682 00	22,250	2.66	2.66	594 1/2	37.41	92 1/2	39.22	1,238 75	313 87	58 69	1,611 22	2,293 22	9.99
Amelia,	240 35	53 51	299 86		299 86	11,150	2.69	2.69	271 1/2	41.01	41 1/2	33.34	566 30	149 80	25 20	741 30	1,641 16	9.33
Bannister,	619 20	452 98	1,071 28		1,071 28	14,990	7.14	7.14	549 1/2	27.72	76 1/2	24.45	1,120 30	276 58	35 40	1,438 28	2,569 56	16.74
Powhatan,	414 83	207 92	622 75		622 75	16,578	3.75	3.75	553 1/2	29.99	94 1/2	22.94	1,152 10	285 05	64 70	1,499 85	2,112 60	12.74
Danville,	228 61	51 53	280 14		280 14												280 14	
W. P. Tunstall,	78 37	65 99	144 27		144 27	3,800	3.80	3.80	221 1/2	17.15	24 1/2	12.71	461 30	120 88	28 86	610 98	755 25	19.87
V. Witcher,	338 03	115 22	453 25		453 25	24,139	1.88	1.88	798 1/2	39.29	107 1/2	23.60	1,627 73	369 18	50 40	2,047 33	2,560 58	10.36
L. E. Harvie,	300 14	192 08	493 12		493 12	29,730	1.94	1.94	746 1/2	27.76	126 1/2	22.80	1,535 00	469 65	54 00	1,991 65	2,394 77	11.65
Jno. McFarland,	661 76	249 19	910 95		910 95	16,870	5.40	5.40	693 1/2	24.33	119 1/2	17.08	1,433 53	367 79	57 90	1,850 24	2,770 19	16.42
C. Campbell,	179 35	105 54	284 89		284 89	22,066	1.29	1.29	796 1/2	27.70	113 1/2	24.16	1,669 38	352 59	51 61	2,073 58	2,358 47	10.68
<i>Boatmen's aid</i>	7,795 47	4,037 41	11,832 88	816 15	11,616 73	333,126	3.51	3.77	10,164 1/2	39.82	1,684 1/2	23.24	21,161 63	5,485 60	823 53	27,410 76	39,243 64	14.71

Cost of repairs as above, \$11,832 88
Proportion of Shop expenses, chargeable to engine repairs, 2,960 49

Total cost for repairs, \$14,793 28
Cost of wood, oil and waste, 27,410 76

NOTES.—Engine Chesterfield was sent out of the shop on the 10th day of December, 1861, and on the 25th day of December was again disabled by the burning down of the engine house at Junction, in which she was placed for the night, and came out of the shop the second time on the 20th March, 1862.

Total cost, \$42,204 04
Total cost for repairs per mile run, including shop expenses, 4.72
Total cost for repairs, fuel, oil and waste, per mile run, including shop expenses, 13.47

H

Statement showing cost of Maintenance and Repairs of Cars for the fiscal year ending 30th September, 1862.

DESCRIPTION OF CARS.	Car Mileage.	REPAIRS.			RENEWAL.			Shop Expenses.	Total.	Cost of Oil and Grease used.	COST PER MILE RUN BY CARS.			Engine Mileage.	COST PER MILE RUN BY TRAINS.		
		Labor of Mechanics.	Issues.	Total.	Labor of Mechanics.	Issues.	Total.				Oil and Grease.	Repairs.	Total including renewal.		Oil and Grease.	Repairs and Renewal.	Total.
Passenger,	612,908	3,426 55	2,431 59	5,858 05		16 35	10 35	1,467 80	7,336 29	953 14	0.16	0.95	1.26	127,638	0.75	4.58	5.75
Freight,	1199,159	6,484 57	2,496 82	8,891 39	552 39	2,400 39	2,952 69	2,963 19	14,807 18	1,439 37	0.12	0.74	1.24	146,531	0.98	8.08	10.10
Coal,	69,912	735 56	75 49	811 05	59 39	53 49	103 79	233 54	1,148 38	219 09	0.35	1.33	1.88	7,986	2.64	11.46	14.39
Stone,	79.25	17 64	1 99	18 64					18 64	51 29	0.65	0.23	0.23	1 396	3.94	1.43	1.43
Gravel,	616.99	135 65	46 46	182 11				45 55	227 66	158 02	0.26	0.29	0.37	8.89	1.89	2.07	2 59
Material and Wood,	219,180	193 61	129 89	233 41				58 64	292 05	248 35	0.12	0.11	0.14	21,018	1.18	1.11	1 39
	2143,684	19,963 58	5,991 07	15,994 65	692 69	2,464 23	3,066 83	4,768 63	23,839 11	3,052 07	0.14	0.75	1.11	313,267	0.97	6.08	7.58

Total cost of repairs,
Received from other roads for use of cars,
Paid " " " " " " "

\$8,089 25
2,159 79

\$23,839 11

5,929 55

17,999 56

4,768 63

Deduct shop expenses,

\$13,131 93

I

OPERATING EXPENSES.

DEPOT EXPENSES.—Table showing cost of each Station in detail for fiscal year ending 30th September, 1862.

STATIONS.	Agents.	Clerks.	Free Labor	SLAVE LABOR.		Total for Labor.	Issues from Storehouse.	Fuel.	Watchmen.	Total.
				Hire.	Clothes & Provisions					
Richmond,	1,562 50	6,688 79	2,360 26	1,614 99	2,471 75	14,698 29	449 97	63 15	4,175 42	19,377 83
Rockfield,			195 25	165 61	194 70	554 96	28 11	36 19		619 17
Coalfield,	495 00		84 12	229 99	322 21	1,941 32	168 71	70 79		1,289 73
Powhatan,	375 00		90 61	199 97	250 99	915 88	153 02	122 19		1,191 09
Mattoax,	312 59		27 75	199 98	215 75	755 98	111 27	52 49		919 65
Chula,	467 50		39 59	179 09	213 25	899 25	142 00	66 10		1,068 35
Amelia Court House,	437 59		87 59	255 00	238 94	1,018 94	212 58	124 80		1,356 32
Jetersville,	412 50		328 48	179 09	218 25	1,129 23	139 20	212 60		1,481 63
Jennings' Ordinary,	260 42					260 42	27 21	56 30		343 93
Junction,	875 09		779 59	519 00	617 36	2,781 86	148 58	222 00		3,152 44
Price's,	260 42					260 42	35 76	25 00		321 18
Meherrin,	392 59		104 39	224 98	332 14	1,953 92	126 77	136 79		1,317 39
Keysville,	695 09		70 94	255 00	386 28	1,317 32	187 07	143 66		1,647 99
Drake's Branch,	375 00		53 99	255 00	253 15	1,037 05	154 34	112 90		1,304 29
Mossingford,	330 00		21 69	199 98	288 24	849 22	117 46	94 19		1,069 78
Roanoke,	392 59	184 82	63 69	339 98	298 46	1,379 46	143 74	92 45		1,615 65
Clover,	589 09		217 91	255 00	310 94	1,362 95	98 15	116 80		1,577 99
Scottsburg,	312 50		20 09	84 99	159 47	597 96	96 47	72 69		737 63
Wolf Trap,	298 31		19 59	84 99	147 97	451 77	61 59	67 99		581 26
Boston,	531 24	311 25	117 94	339 99	531 31	1,831 73	221 82	357 75		2,411 39
New's Ferry,	509 09		70 49	179 09	267 42	1,097 91	152 13	113 89		1,273 84
Rarksdale's,	687 50		36 75	255 00	369 69	1,339 94	147 23	94 35		1,581 52
Ringgold,	375 09		898 59	84 99	229 65	998 14	87 58	239 65		1,324 71
North-side,	309 09		79 36	85 09	299 68	755 04	545 62	51 09		1,351 66
Danville,	1,941 63	996 66	649 82	255 00	362 11	3,095 22	222 94	165 85		3,393 11
Total,	12,090 52	7,881 53	5,827 47	6,494 84	9,961 82	41,265 18	3,969 42	2,919 10	4,175 42	52,329 12

Total number of Connection Passengers for the fiscal year ending September 30th, 1862.

[illegible]

Total number of Furlough Passengers for the fiscal year ending September 30th, 1862.

WEST

Total Government Travel for the fiscal year ending 30th September, 1862.

			99	2	315	121	130	434	226	2	31,872	7	172	440	149	74	79	25	60	437	299	218	94	3,460	38,884	
	Richmond.	99	2	315	121	130	434	226	1	31,844	6	154	411	85	66	49	233	41	236	194	290	72	2,964	30,032		
9,211	9,211	Coalfield.							1	24														2	27	
4	4		Tomahawk.																							
378	378			Powhatan.						2					1				2	1			11	17		
1	1				Mattoax.															1					1	
198	198					Chula.																				
445	444			1			Amelia CH																			
161	161							Jetersville																		
3	3							Jen's O'y	2																2	
32,748	32,738					1	5	2	2	Junction.	1	18	20	64	7	39	47	11	144	61	12	20	1,347	1,821		
											Price's.															
EAST	118	111								7		Meherrin														WEST
	348	254								94			Keyaville.											1	1	
	147	192								45										1				8	9	
	159	150																								
	251	240								11																
	554	432								60														2	4	
	237	252			1					2														1	7	
	665	647								11																
	369	227								72																
	192	162								2																
	237	121								125																
	8,772	7,564			1	1		2		1,075			6	12	12		4	7	3	72						
	55,679	53,371			3	1	1	7	2	1,504			6	12	12	4	5	14	5	195	1	29	4			

N

Total number of Passengers for the fiscal year ending September 30th, 1862.

		4,968	19	3,773	1,254	828	2,284	1,887	196	69,567	509	1,319	2,401	1,466	808	997	1,843	842	3,893	1,569	1,645	1,219	14,713	Total West 199,673	
	Richmond.	4,968	9	3,647	1,163	781	2,691	1,595	117	58,923	324	823	1,791	916	593	575	1,219	391	2,299	734	658	839	8,692		
	11,513	Coalfield	1	126	65	16	11	16	24	194	17	12	12	13	1	2	3		5	8	5	3	76		
	9	3	Tomaha'k.				7			1			1												
	3,893	98	1	Powhatan.	26	23	68	29	9	242	3	11	11	8	2		7	6	16	1	3	19	36		
	1,688	50			68	Mattoax.	8	35	29	7	197	3	6	12	2		1	14	4	3	1	3	16		
	735	14			23	12	Chula.	69	119	8	124	4	1	1		1	3	1	1		1	4	4		
	2,238	17			49	32	63	Amelia CH	297	16	489	2	13	21	18	3	5	7	2	6	4	4	1	32	
	1,189	82			19	39	76	213	Jetersville	15	442	5	19	25	4		3	3		10	9	2	3	33	
	129	59			1		4	5	7	Jen'gs O'y	45	2	3	4	5			1		1					
	53,969	112	1		229	85	115	621	392	64	Junction.	170	495	424	355	117	199	332	124	854	415	507	174	3,898	
	263	4					5	9	8	8	69	Price's.	17	25	4	9	4	3		2		1		19	
	742	16			19	5		8	12	11	316	36	Moherrin.	137	26	5	17	8	3	7	6	11	8	134	
	1,592	2			3	13	1	29	25	4	375	25	92	Keysville.	111	143	48	38	14	78	22	29	18	163	
	867	4			8	3		19	6	4	287	2	22	194	Drake's H.	24	84	71	18	72	14	31	5	16	
	642	2			1			6			131	12	8	151	23	Mossingf'd	56	29	17	39	29	30		89	
	705	2				1	6	3		1	141	4	12	52	73	41	Roanoke.	116	27	124	12	25	7	75	
	1,533	5			12	19		6	4	9	323	1	7	49	49	28		91	Clover.	235	269	37	36	19	37
	715	1			4		1	1			87	2	2	15	15	14	48	268	Scottsburg	116	65	34	8	99	
	2,356	4			6	1	1	4	11	1	564	4	9	53	48	26	97	213	199	Boston.	237	114	43	621	
	1,195	7			2			6	4		335		1	28	13	18	34	67	158	227	New's F'y	63	29	241	
	841	9			5		4			3	313	2	6	9	42	33	15	46	21	197	129	Barksda's.	49	521	
	637	2			1	1		1	1	1	75		7	6	3	2	6	21	8	38	26	77	Ringgold.	582	
	12,728	36			27	5	9	29	1	1	2,839	3	73	179	147	32	75	199	235	736	216	564	417	Danville.	
EAST	117,176	192,381		523	2	457	218	285	942	471	137	5,857	191	239	637	413	214	367	814	511	1,138	371	641	417	

WEST

Table showing Weight, Capacity, Condition, &c., of Locomotive Engines on the 30th September, 1862.

NAME OF ENGINES.	WHERE MADE.	Diam'r of driving wheels in inches.	Diameter of cylinder in inches.	Length of stroke in inches.	Weight of engine in pounds.	Weight of tender in pounds.	Weight of engine and tender in lbs.	WHEN PLACED ON THE ROAD.	REMARKS.	CONDITION.
Roanoke, Fury,	Talbott & Brothers,	54 12 1/2	29 37	699	24,170	61,770	July, 1850,	Hook motion.	In good running order.	
Tempest,	Tredegar Works,	48 12 1/2	29 27	189	24,130	61,300	September, 1850,	" " "	In shop for repairs.	
Potomac,	"	48 12 1/2	29 37	978	24,936	62,606	October, 1850,	" " "	In running order.	
Elvira,	Globe Works,	54 14	29 44	459	24,969	69,359	" " "	Inches cut off.	In shop for repairs, crank axle broken.	
Appomattox,	Boston Locomotive Works,	69 14	29 41	469	26,260	67,720	November, 1851,	" " "	In good running order.	
Charlotte,	"	48 14	29 29	920	25,969	65,889	December, 1851,	" " "	" " " "	
Carolina,	Boston Locomotive Works,	69 14	29 41	159	27,759	68,966	July, 1853,	Link motion.	" " " "	
Pittsylvania,	"	48 14	29 41	390	24,809	66,190	" " "	" " "	In running order, but needs repairs.	
Richmond,	Tredegar Works,	48 14	29 42	886	24,997	67,887	" " "	Inches cut off.	In good order.	
Chesterfield,	"	54 16	29 43	995	24,756	68,745	August, 1853,	" " "	In running order, but needs repairs.	
Virginia,	"	54 16	29 44	290	28,812	73,012	May, 1854,	" " "	In running order.	
Henry,	Boston Locomotive Works,	69 14	29 41	972	26,320	68,292	June, 1854,	" " "	In good running order.	
Amelia,	"	69 14	29 42	622	26,799	69,392	" " "	" " "	" " " "	
Bannister,	Tredegar Works,	69 13	29 43	579	25,799	69,279	August, 1854,	Link motion.	" fair " "	
Powhatan,	Boston Locomotive Works,	69 15	24 49	690	28,159	77,759	January, 1855,	" " "	In good order.	
Danville,	"	69 15	24 49	694	28,159	77,759	" " "	" " "	In shop for repairs.	
W. P. Tunstall,	Tredegar Works,	54 16	24 53	390	30,399	83,699	July, 1855,	Inches cut off.	" " " "	
V. Witcher,	R. & D. R. R. Co's Shops,	66 15	22 52	690	30,159	82,759	August, 1857,	Link motion.	In shop at present unfit for use.	
L. E. Harvie,	Boston Locomotive Works,	69 15	24 53	390	20,659	79,959	March, 1858,	" " "	" "	

NOTE.—Engine Planet having been found useless as a Locomotive, is now used in carpenter's shop as stationary engine, to drive machinery.

P
STATEMENT

Showing the number of Miles run by Cars during the fiscal year ending September 30th, 1862.

MONTHS.	Passenger Cars.	Freight Cars.	Coal Cars.	Stone Cars.	Belle Isle Freight Cars.	Freight & other Cars with Spe- cial Trains.	Monthly Totals.
1861.							
October,	40,324	104,342	9,249		695	1,024	155,634
November,	45,420	126,946	6,737		762	2,732	182,597
December,	45,593	94,704	2,188		534	5,543	148,562
1862.							
January,	48,772	62,139	5,493		775	3,229	120,408
February,	45,995	83,550	5,228		548	1,329	136,650
March,	51,667	75,017	5,147		815	4,093	136,739
April,	48,788	93,147	5,552		895	5,352	153,734
May,	54,637	145,051	2,831		548	1,391	204,438
June,	48,509	69,737	3,286		67	3,173	124,772
July,	60,074	88,912	4,756	1,715	70	3,666	159,193
August,	61,458	95,565	5,098	4,396	174	28,328	193,019
September,	61,671	80,275	5,347	1,814	681	6,370	156,158
Yearly totals,	612,908	1,119,865	60,912	7,925	6,564	64,230	1,871,904

Mileage of Material and Wood Cars,	-	-	-	-	210,180
" " Gravel Cars,	-	-	-	-	61,000
Total,	-	-	-	-	<u>\$2,143,688</u>

Engine Mileage for year ending September 30, 1862.

	Roanoke.	Fury.	Tempest.	Elvira.	Appomattox.	Charlotte.	Carolina.	Pittsylvania.	Richmond.	Chesterfield.	Virginia.	Potomac.	Henry.	Amelia.	Bannister.	Powhatan.	Danville.	Tunstall.	Witcher.	Harvie.	McFarland.	Campbell.	TOTAL.
Passenger trains	286			27,890		13,340		286		286	25,590		22,100	9,709	5,900	2,070		2,850	2,469	1,129	5,829	399	119,810
Freight "	110				2,119			1,270	17,740	1,950	13,250	1,160			8,340	13,959		959	21,269	19,119	10,199	21,126	132,616
Coal "			30		6,789	159		870		30					60	60							7,980
C. S. Stone "	210	30			50			60		889						70							1,300
" " Log "								25		60						50							135
Belle Isle "		559																					559
Shifting "		12,459						789															13,239
Material "					140			1,699				8,529				240							10,599
Wood "					140			1,699				8,529				240							10,599
Gravel "	360		8,259																				8,800
Special "			119	259	369	369	110	700	259	580	640	259	159	1,450	690	798			479	590	809	550	7,828
Total,	999	13,930	8,599	28,149	9,580	13,859	6,315	18,729	3,179	14,110	26,039	11,468	22,259	11,150	14,999	16,578		3,800	24,139	29,730	16,870	22,666	313,267

R

Statement of the cost of operating the Richmond and Danville Railroad Company's Telegraph for the fiscal year ending September 30th, 1862.

TELEGRAPH STATIONS.	Sup- plies issued.	Pay of Opera- tors.	TOTAL.	REMARKS.
Richmond,	\$151 21	1,452 71	1,603 92	1 operator at \$66 66 per month, and 2 mes- sengers at \$10 each per month.
Manchester,	43 71		43 71	Clerk of shops is operator—no additional expense.
Coalfield,	75 39		75 39	Agent is operator—no additional expense.
Powhatan,	73 06	70	143 06	1 operator at \$25 per month.
Chula,	75 69		75 69	Agent is operator—no additional expense.
Amelia Court House,	85 60		85 60	" " " " " " " "
Jetersville,	89 04		89 04	" " " " " " " "
Junction,	92 95	445	537 95	1 day operator at \$25 per month, and 1 night operator at \$15 per month.
Meherrin,	69 06	29	159 06	Agent is operator—no additional expense.
Keysville,	62 40	39	92 40	1 operator at \$20 per month.
Drake's Branch,	57 41		57 41	Agent is operator—no additional expense.
Mossingford,	52 09	75	127 09	Closed.
Roanoke,	55 41	59	105 41	Agent is operator—no additional expense.
Clover,	80 61		80 61	" " " " " " " "
Scottsburg,	35 41		35 41	Closed.
Boston,	80 52		80 52	Assistant Agent is operator—no additional expense.
New's Ferry,	69 42		69 42	Agent is operator—no additional expense.
Barksdale's,	71 06		71 06	" " " " " " " "
Ringgold,	34 09		34 09	Closed.
Danville,	121 10	273 31	394 41	1 operator at \$50 per month, and 1 messen- ger at \$18 per month.
Total,	\$1,457 23	2,486 02	3,943 25	

SUMMARY.

Salary of Superintendent,	-	-	-	-	\$1,000 00
Pay of Operators,	-	-	-	-	2,486 02
Supplies issued to offices,	-	-	-	-	1,457 23
Gross expense,	-	-	-	-	\$4,943 25

I. L. MORROW, Superintendent Telegraph.

Statement showing the monthly paid business of the Richmond and Danville Railroad Company's Telegraph for the fiscal year ending Sept. 30th, 1862.

DA ³ E.	Richmond Office.		Coalfield Office.		Powhatan Office.		Chula Office.		Amelia Court House Office.		Jetersville Office.		Junction Office.		Me-herrin Office.	Keysville Office.		Drake's Branch Office.	
1861.	Receipts for this line.	Paid other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.
October,	43.61	23.63	98	49			1.92		96				1.64			3.89	64		
November,	33.83	16.56	1.29		5.65		1.64		68	1.78	48		3.16			2.16			
December,	63.76	21.32	2.78		1.46		1.74		88	1.58	5.98	1.59	2.32			2.94	1.96	1.59	1.99
1862,																			
January,	59.79	18.43	52		89		1.58	55	1.70		1.66	25	2.38		2.82	4.48	2.27	1.26	1.00
February,	75.53	29.16	49	85	2.66	76	1.66	1.84	1.39		4.39		3.40			4.22	2.48	46	
March,	168.66	26.94	2.58	1.15			3.52	35	3.98		7.14	45	5.58		46	6.98	1.21	1.36	1.55
April,	198.25	39.37	7.14		1.78		1.64		8.18		2.46	35	6.59		1.28	5.14	35	48	95
May,	492.36	42.34	4.24		6.96		5.62	58	5.66		9.46	9.65	25.16		3.69	19.48	49	13.21	5.61
June,	561.54	126.94	8.16	44	21.36	88	2.92		1.89		12.62	1.66	9.12			4.32		2.64	
July,	545.27	199.69	16.12	1.06	15.42	35	9.14	1.96	11.09		15.19		13.96			17.15	1.46	2.64	
August,	493.57	73.18	10.35	2.66	14.93	42	5.74		5.58		34.67		14.29					4.55	
September,	275.39	109.84	9.35	89	16.06	35	3.40	25	5.25		9.39		14.89	29				3.45	
Total,	3,093.56	607.69	63.82	7.30	86.30	2.68	3.992	5.53	46.19	3.36	163.95	13.29	102.31	29	8.19	76.67	9.84	39.17	1.191

S—Continued.

Statement showing the monthly paid business of the Richmond and Danville Railroad Company's Telegraph for the fiscal year ending Sept. 30th, 1862.

DATE.	Mos- sing- ford Office	Roan- oke Office.	Clover Office.		Scotts- burg Office.		Boston Office.		New's Ferry Office.		Barks- dale's Office.		Ring- gold Office.		Danville Office.		Total receipts of this line.	Total receipts for other lines.	Total paid other lines.	Total receipts for this and other lines.	
1861.	Receipts for this line.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.	Receipts for this line.	Receipts other lines.						
October,				6.54	4.44			2.86				2.40				29.73	18.15	93.54	23.63	23.63	117.17
Nov.,				4.98				3.76	25	1.29						30.15	14.73	87.39	16.76	16.56	104.15
Dec.,				8.04	29			5.83	1.61			2.88	25			53.62	14.69	153.79	22.88	21.32	176.58
1862.																					
Jan.,				2.80		48	48	1.42	25	2.30		1.92				45.63	13.80	122.42	18.63	18.43	141.05
Feb.,		2.60		1.79				4.62		2.12	25	5.12				78.72	14.01	188.15	29.16	29.16	208.31
March,		5.66		39.62	2.16	2.28		8.84		10.60	45	1.66				114.58	18.39	373.48	25.62	26.04	399.10
April,		7.09		9.06	2.24	3.50		13.40	1.10	1.30		3.46				127.70	27.12	467.42	32.81	39.37	440.23
May,	3.76	1.76	84	15.50	4.64			20.62	72	1.66		13.56			20.89	366.50	25.88	969.25	47.72	42.34	1,016.97
June,	4.80	29.01		15.56				31.26	2.18	16.52		12.50		25		335.83	114.69	1,060.36	119.87	126.04	1,186.23
July,	6.59	6.72	83	14.34	29			22.94	39	11.54		8.89				196.86	96.78	914.08	192.88	199.59	1,616.90
August,	4.05	2.40	1.06	13.40	53			17.57	75	10.66		8.75				257.75	67.29	898.32	72.65	73.18	970.97
Sept.,		3.09		4.75	88			25.41	2.41	17.40						216.39	92.34	693.80	97.23	100.84	791.63
Total,	19.20	49.15	2.67	126.51	15.38	6.32	48	158.56	9.57	75.39	79	61.05	1,120	29.23	1,793.43	517.63	5,871.91		619.84	697.69	6,472.75

JAMES L. MORROW, Superintendent Telegraph.

T

Statement of Company's Business transmitted over the Richmond and Danville Railroad Company's Telegraph line during the fiscal year ending 30th September, 1862.

TELEGRAPH STATIONS.	Road Department.	Machine-ry Department.	Freight Department.	General Management.	Business for other Roads.	Complimentary.	Piedmont Railroad.	TOTAL.
Richmond,	\$429 87	\$317 51	\$760 62	\$2,735 93	\$86 25	\$912 49	\$46 90	\$5,279 97
Manchester,	82 87	77 82	943 40	49 08		3 89		1,156 97
Coalfield,	377 16	8 58	72 80	917 38	2 99	57 80		1,436 56
Powhatan,	281 53	10 78	51 59	1,675 78	72	33 01		2,053 41
Chula,	36 89	2 48	86 76	1,857 04	10 98	13 08		2,007 23
Amelia Court House,	11 60	80	70 60	5,549 29		2 49		5,634 69
Jetersville,	194 98	5 68	207 57	1,037 05		2 60		1,357 88
Junction,	689 46	74 17	384 10	3,542 84	242 59	82 74		5,015 90
Meherrin,	11 94		121 26	384 56				517 79
Keysville,	95 68	1 60	5,567 49	173 36		7 99		5,846 03
Drake's Branch,	14 63		79 74	926 40		18 74		1,039 41
Mossingford,	31 07		500	578 43				614 59
Roanoke,	53 38	2 34	77 32	1,502 94		8 22		1,644 20
Clover,	171 33	6 28	109 45	1,483 62		69 24		1,839 02
Scottsburg,	15 08	2 55	1 80	118 90		40		138 82
Boston,	579 19	7 25	1,127 36	7,245 84		122 68		9,082 32
New's Ferry,	85 18	8 90	190 69	3,234 66		98 59		3,618 02
Barksdale's,	33 40	19 50	313 01	5,685 14	147 10	13 32		6,262 47
Ringgold,	18 88	44 36	762	296 12		9 94		376 92
Danville,	124 24	33 81	155 15	680 24		82 25		1,075 69
Total,	\$3,239 29	\$615 41	\$10,332 56	\$39,674 69	\$499 54	\$1,539 29	\$46 90	\$55,938 61

JAMES L. MORROW, *Superintendent Telegraph.*

U
Mileage of Engines up to 30th September, 1862.

YEAR ENDING	Roanoke.	Fury.	Tempest.	Lady Van Lew, Pocahontas, and W. P. Tunstall.	Appomattox.	Elvira.	Potomac.	Atlanta.	Carolina.	Henry.	Pittsylvania.	Richmond.
Sept. 30th, 1851.	14,765	7,918	9,932	19,815	8,294	13,587	11,215		4,766	7,899	2,670	2,145
" " " 1852.	12,514	10,858	2,957	22,018	17,439	19,262	10,948	3,494	19,109	1,967	17,149	0,423
" " " 1853.	10,469	8,552	17,601	9,520	6,313	18,466	19,563		13,009	14,850	5,283	
" " " 1854.	12,912	6,975	8,699	8,749	10,094	8,181	9,669		8,474	9,951	10,787	8,989
" " " 1855.	1,708	6,853	7,729	4,619	8,454	24,612	9,093		7,643	10,787	14,063	5,283
" " " 1856.	4,256	6,753	6,419	1,182	8,387	16,669	6,418		6,951	24,187	19,787	8,989
" " " 1857.	9,469	8,624	7,081	4,619	8,454	16,669	6,418		7,138	21,589	7,231	19,737
" " " 1858.	6,389	8,883	6,136	12,100	8,637	12,529	0,194		7,907	17,071	6,573	7,231
" " " 1859.	1,997	8,299	6,720	28,292	10,154	7,576	3,684	450	8,874	13,631	2,709	5,223
" " " 1860.	3,633	9,939	6,849	19,380	3,438	21,132	19,789		6,381	19,196	10,779	6,091
" " " 1861.	2,697	7,517	6,102	6,390	9,589	28,165	18,468		6,315	22,256	18,720	2,179
" " " 1862.	990	13,039	8,390	3,890								
Total.	79,933	192,652	103,659	126,985	56,045	185,934	194,227	3,944	88,224	152,692	94,462	53,197

U—Continued.

Mileage of Engines up to 30th September, 1862.

YEAR ENDING	Amelia,	Charlotte.	Virginia.	Chesterfield.	Bannister.	Daaville.	Powhatan.	V. Witcher.	L. E. Harvie.	Jno. McFarland.	C. Campbell.	TOTAL.
Sept. 30th, 1851,												31,735
" " 1852,												79,150
" " 1853,												127,382
" " 1854,	1,563	29,274	5,093	7,597								156,422
" " 1855,	13,651	22,409	21,594	15,472	14,296	2,148	7,429					179,246
" " 1856,	19,961	29,243	15,384	14,541	15,590	16,598	12,985					214,399
" " 1857,	4,311	22,852	22,909	15,454	19,429	16,527	15,740					231,579
" " 1858,	22,291	25,619	27,797	19,360	18,074	13,653	18,929	12,683	7,693			263,859
" " 1859,	21,843	29,499	24,234	9,937	18,417	14,727	17,549	21,914	19,689	629		275,563
" " 1860,	5,755	23,764	24,289	11,121	16,399	14,428	15,617	17,539	18,634	8,837	13,497	257,829
" " 1861,	4,953	18,385	16,982	1,533	9,273	3,216	14,234	18,325	14,243	19,499	17,275	223,162
" " 1862,	11,150	13,859	26,639	14,119	14,990		16,578	24,139	29,730	16,870	22,666	318,267
Total,	164,488	187,787	183,829	99,225	126,378	81,597	119,043	93,682	80,899	33,837	52,831	2,344,570

V

Statement of Materials used for Repairs of Track during the fiscal year ending September 30th, 1862.

SECTIONS.	LENGTH.	NAME OF SECTION MASTER.	T. RAIL.		U. RAIL.		FLAT BAR.		SPIKES.	
			Bars.	Total Length.	Bars.	Total Length.	Bars.	Total Length.	Heavy Rail.	Flat Rail.
	Miles.		No.	Feet.	No.	Feet.	No.	Feet.	Lbs.	Lbs.
1st Section,	5	W. Mahoney,	17	343	211½	4,146	295	5,929	1,950	2,350
2d "	10	J. Bowles,			398	5,119	91	1,534	1,950	400
3d "	10	J. T. Moody,			91½	1,807	128	2,594	1,585	600
4th "	9	A. Tunstall,			85	1,793	156	3,611	550	4,950
5th " *	8	W. S. Tunstall,	432	10,725	377	7,641	107	2,375	7,450	2,149
6th "	11½	W. H. Graves,	8	160	52	1,040	59	690	759	150
7th "	9½	W. T. Fowlkes,			1	15	126	2,489	29	9,369
8th "	9½	J. H. Wingo,					108	2,142		7,400
9th "	9½	J. H. Fowlkes,	8	160	39	690	115	2,975	369	8,490
10th "	9	G. B. Bailey,					38	818	159	9,090
11th "	12½	C. H. Bailey,			47	792	2	46	1,387	20
12th "	12½	B. E. Shelton,							3,915	
13th "	12½	A. J. Blankinship,			47½	950	58	1,292	4,939	459
14th "	12½	W. T. Childress,			65	1,399	159	3,140	636	1,290
Totals,	140½		465	11,388	1,315½	25,023	1,424	28,555	23,773	46,028

NOTE.—On this section ⅝ of a mile of the flat bar track was taken up and relaid with heavy iron, which accounts for the large amount of material used. Some of the iron returned as being used, was laid at the close of the present fiscal year, and not reported.

D. C. BOWMAN, Road Master.

V—Continued.

Statement of Materials used for Repairs of Track during the fiscal year ending September 30th, 1862.

SECTIONS.	LENGTH.	NAME OF SECTION MASTER.	SILLS.	STRINGERS.		Other Lumber in Cow Gaps, &c.	KEYS.	FROGS.	CAST IRON.	WROUGHT IRON.	SWITCH STANDS.
				Quantity.	Length.						
	Miles.		No.	Feet B. M.	Lineal feet.	Feet B. M.	No.	No.	Lbs.	Lbs.	No.
1st Section,	5	W. Mahoney,	3,739	549	189	84.30	340	23	4,183	1,632	7
2d "	10	J. Bowles,	2,169			38.19	222	8	716	478	3
3d "	10	J. T. Moody,	3,276			37.29	182	1	682	1,360	1
4th "	9	A. Tunstall,	1,982	29,778	9,807		1,633	4			
5th "	8	W. S. Tunstall,	4,922	15,239	4,819		190	1	682	3,970	1
6th "	11½	W. H. Graves,	377				290	6	2,694	610	3
7th "	9½	W. T. Fowlkes,	883	46,945	15,466		1,936	1			
8th "	9½	J. H. Wingo,	1,412	44,395½	14,716½		1,695				
9th "	9½	J. H. Fowlkes,	1,991	54,645½	17,999½	139	3,795	2	536	129	1
10th "	9	G. B. Bailey,	1,911	73,252	24,367	2,464	2,945	1			
11th "	12½	C. H. Bailey,	6,911	1,689	569	285					
12th "	12½	B. L. Shelton,	6,631			2,960		1		64	
13th "	12½	A. J. Blankinship,	9,166			5,571	344	2	1,662	394	2
14th "	92½	W. T. Childress,	4,852			8,254		2	682	152	1
Totals,	140½		47,423	266,376	87,816	34,724	12,402		11,687	8,999	19

D. C. BOWMAN, Road Master.

Coal Tonnage for the fiscal year ending 30th September, 1862.

DATE.	RICHMOND YARD.		COAL YARD.		BOAT.		BELLE ISLE.		R. & D. R. R. SHOPS.		MANCHESTER.		TOTAL.	
	No. of Cars.	Weight in lbs.	No. of Cars.	Weight in lbs.	No. of Cars.	Weight in lbs.	No. of Cars.	Weight in lbs.	No. of Cars.	Weight in lbs.	No. of Cars.	Weight in lbs.	No. of Cars.	Weight in lbs.
1861.														
October,	280	3,733,333	92	1,226,667	69	920,000	60	800,000	2	26,667	7	93,333	510	6,800,000
November,	284	3,786,667	101	1,346,666	57	760,000	54	720,000	3	40,000	5	66,667	504	6,720,000
December,	101	1,346,666	29	386,667	16	213,333	20	266,667	2	26,667	3	40,000	171	2,280,000
1862.														
January,	121	1,613,334	158	2,106,667	69	920,000	58	773,333	2	26,666	2	26,667	410	5,466,667
February,	178	2,373,333	92	1,226,667	78	1,040,000	55	733,333			6	80,000	409	5,453,333
March,	187	2,493,333	61	813,333	75	1,000,000	73	973,333	2	26,667	7	93,334	405	5,400,000
April,	148	1,973,333	143	1,906,667	74	986,667	66	880,000			4	53,333	435	5,800,000
May,	54	720,000	117	1,560,000	18	173,334	34	453,333			4	53,333	222	2,960,000
June,	115	1,533,334	76	1,013,333			5	66,667			4	53,333	200	2,666,667
July,	110	1,466,667	131	1,746,666	62	826,667	8	106,667			4	53,333	315	4,200,000
August,	193	2,573,333	93	1,240,000	52	693,334	48	640,000			2	26,666	388	5,173,333
September,	232	3,093,333	105	1,400,000	50	666,666	16	213,334			11	146,667	414	5,520,000
Total,	2,003	26,706,666	1,198	15,973,333	615	8,200,001	497	6,626,667	11	144,667	59	786,666	4,383	58,440,000
Tons,	13,353.33		7,986.66		4,100.00		3,313.34		73.34		393.33		29,220.00	
Mileage,	173,593.29		103,826.58		53,300.00		38,103.29		879.96		4719.96		374,423.08	

	TONNAGE.	MILEAGE.
Total,	29,220.00	374,423.08
Deduct tonnage to Company's shops, on which there is no charge,	73.34	879.96
Total,	29,146.66	373,543.12

Tonnage from Richmond Station to the various Stations during the fiscal year ending the 30th September, 1862.

STATIONS.	PRODUCTS OF THE FOREST.					PRODUCTS OF MINES.				PRODUCTS OF ANIMALS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
	Cars, Staves, Shingles, &c.		Cars Lumber.		Ginseng and other Roots.	Cars of Coal.		Ores of all kinds.	Horses.	Cattle.	Hogs.	Sheep.		Bacon.		Fresh Meats.		Hides, Skins, &c.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Lbs.	No.	Lbs.	P'kgs		Lbs.	No.					Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Coalfield, Tomahawk, Powhatan, Mattoax, Ohula, Amelia C. H., Jetersville, Jennings' Ord, Junction, Price's, Meheerrin, Keysville, Drake's Br'h, Mossingford, Roanoke, Clover, Scottsburg, Wolf Trap, Boston, New's Ferry, Barksdale's, Ringgold, North Side, Danville,	9,000		1,880				1,560																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		</

Continued.—Tonnage from Richmond Station to the various Stations during the fiscal year ending the 30th September, 1862.

STATIONS.	PRODUCTS OF ANIMALS—Continued.								VEGETABLE FOOD.															
	Lard and Tallow.		Butter.		Poultry.		Other articles not enumerated.		Bags of Wheat.		Bags of Corn.		Barrels of Flour.		Meal of all kinds.		Bushels of Peas & Beans.		Barrels of Potatoes.		Barrels of Apples, Peaches, and all Domestic Fruits.		Other Miscellaneous Articles.	
	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.
Coalfield,	3	365					1	59	2	80	292	32,820	434	92,632	1,274	118,718	4	211	10	1,554			19	1,722
Tomahawk,	1	15							1	80	39	4,868	21	4,585		67	3,875						1	164
Powhatan,	5	209	1	40			5	589					39	6,540	197	8,220	12	212	5	835			33	2,624
Mattoax,	9	1,252	4	391			220		27	3,690			12	2,592	142	6,320	26	1,856	6	709	5	695	15	1,351
Ohula,	6	345					115		48	4,756			29	4,329	14	649			1	159			14	799
Amelia C. H.,	11	768			1	100	339		5	580	1	150	51	11,316	554	29,363	75	4,248	101	19,197			61	4,782
Jetersville,	2	100					88		5	610			48	10,368	74	3,100			6	957	4	465	6	353
Jennings' Ord,													1	216										
Junction,	2	146					93				98	11,319	13	2,898	49	4,495	4	268	25	2,157			5	255
Price's,	2	260					97						17	3,672					2	413			3	175
Meherrin,	1	39					53		19	1,266			28	6,948	65	3,319			7	1,949			3	141
Keyesville,	5	1,245											31	6,096	274	10,950	1	59	4	762			9	504
Drake's Br'h,	3	241					125						30	6,480	93	3,500	3	129	6	890	55	11	1,265	
Mossingford,	1	69					142						18	3,888	60	2,000	29	1,170	6	905			3	189
Roanoke,									53	6,750			40	8,640	26	1,890			1	59	19	129	2	103
Clover,	5	432	1	85			114						7	1,615			6	319	18	1,520			19	2,040
Scottsburg,							116		12	1,529			9	1,944			29	1,210	2	419			115	1
Wolf Trap,													1	216			3	150	3	438			2	57
Boston,	2	320					55						8	1,728			64	3,930	11	1,270	1	159	18	3,143
New's Ferry,	1	260					292		31	4,612			7	1,512					1	212	1	189	6	338
Barksdale's,	2	359					158						1	216					1	129	3	439	19	680
Ringgold,	3	894			1	100	177		51	6,900	5	535	1	216			2	123	3	799			4	341
North Side,													1	216									2	750
Danville,	29	7,689					340	54,223	6	689			65	14,049	295	14,716	54	2,243	11	2,110			49	8,644
Total,	89	14,843	6	426	2	290	391	59,947	251	29,944	435	48,883	894	192,504	3,174	210,562	285	16,657	239	29,461	15	2,219	295	39,098
Pounds,								831,368																559,569
Tons,								415.68																279.78

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STATIONS.

	OTHER AGRICULTURAL PRODUCTS.						MANUFACTURES.											
	Hhds. of Leaf Tobacco.		Bags of Clover and other Seeds.		Other Miscellaneous Articles.		Boxes Manufactured Tobacco.		Kegs of Nails.		Agricultural Implements.		Furniture and Cabinet Work.		Bar Iron and Steel.		Other Miscellaneous Articles.	
	No.	Lbs.	No.	Lbs.	Pkgs	Lbs.	No.	Lbs.	No.	Lbs.	Pkgs	Lbs.	Pkgs	Lbs.	Pkgs	Lbs.	Pkgs	Lbs.
Coalfield,					59	3,833	23	1,439	27	2,805	1	50	33	19,996	35	2,552	219	11,155
Tomahawk,					55	3,022			9	990	1	59	32	3,899	54	1,266	57	3,539
Powhatan,	1	1,420	12	253	139	9,953	8	464	32	3,365	26	1,837	69	11,709	58	3,129	1,933	47,163
Mattox,			8	1,344	17	3,918	124	17,138	47	4,950	15	854	15	1,615	79	4,035	846	21,788
Ohula,			4	420	54	4,995	1	19	9	829	10	747	59	13,445	29	1,450	695	27,409
Amelia C. H.,	33	59,727	15	1,779	48	3,885	27	1,750	31	3,299	59	4,528	194	66,544	93	4,282	742	33,655
Jetersville,	198	156,559	2	129	124	46,851	349	63,393	25	2,548	18	1,718	70	11,017	27	1,735	332	16,276
Jennings' Ord,	166	167,945			7	982			10	1,665	2	100	2	8,916			77	3,330
Junction,	92	159,128	1	60	29	2,862	842	84,757	10	1,689	18	1,175	113	58,835	28	1,795	319	83,889
Price's,	27	58,647	2	65	19	470	199	23,399	13	1,242	3	299	11	2,529	88	4,634	167	7,476
Meherrin,	53	68,909	1	346	7	1,284	2	39	19	2,621			59	2,774	19	1,295	133	5,639
Keysville,	5	6,732	18	1,599	41	4,808	1,634	137,414	136	14,239	19	629	68	22,490	142	7,116	864	52,913
Drake's Br'h,	44	61,024	10	795	59	3,968	98	6,248	59	6,255	1	190	73	13,955	68	4,841	291	13,918
Mossingford,	8	11,768	12	1,473	18	2,215	2	199	40	4,189	9	659	19	2,699	183	9,586	187	11,286
Roanoke,	99	132,298	22	2,134	62	5,791	1	74	158	16,732	20	2,090	164	60,190	72	4,898	241	21,534
Clover,	38	54,059	6	645	30	4,625	46	4,837	61	8,409			16	9,946	91	3,913	295	19,372
Scottsburg,			9	959	8	2,125			36	3,789			48	5,939	11	992	135	9,831
Wolf Trap,			5	449	9	699			29	3,045	1	139	4	6,359	7	683	61	5,451
Boston,	9	9,619	14	1,352	32	9,695	49	3,964	246	25,810	1	239	70	14,626	163	6,650	443	75,961
New's Ferry,			17	2,149	8	1,676	46	5,685	65	6,740			3	1,250	43	2,593	152	7,339
Barksdale's,	4	5,142	19	1,634	13	1,338	97	17,961	136	14,281			2	35	45	3,078	73	5,986
Ringgold,	21	31,816	5	419	37	13,773	261	33,898	73	7,695	3	359	14	43,912	322	31,876	88	27,356
North Side,			2	150	12	5,773			82	8,619			26	2,499	9	277	30	3,684
Danville,	423	597,298	39	4,377	61	13,532	2,663	295,668	4,365	458,929	28	2,814	271	171,262	1,474	81,379	5,289	625,271
Total,	1,133	1,492,083	232	23,331	991	156,456	5,867	696,585	5,739	691,044	226	18,103	1,316	551,999	3,949	183,665	12,589	1,140,694
Pounds,						1,665,879												3,192,959
Tons,						832.93												1,596.92

Tonnage received at Richmond Station from the various Stations during the fiscal year ending the 30th September, 1862.

DATE.	PRODUCTS OF THE FOREST.								PRODUCTS OF MINES.	PRODUCTS OF ANIMALS.																			
	Cars, Staves, &c.		Cars of Wood.		Cars Lumber.		Ginseng and other Roots.			Ores of all kinds.	Horses.		Cattle.		Hogs.		Sheep.		Bacon.	Fresh Meats.		Hides, Skins, &c.		Lard and Tallow.		Butter.			
	No.	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.			No.	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	
Coalfield,	1	16,000			6	74,500			5	4,612	2	2,000	47	6,433	12	980	3	180	22	8,771	4	876	1	100	4	409	23	324	
Tomahawk,	1	14,900			19	158,000					1	1,000	33	3,400	11	950	11	828	15	4,635	12	586			3	198	2	157	
Powhatan,	8	163,289			4	19,937					5	5,000	17	5,945	3	750	30	5,800	14	4,053	12	290			8	605	10	500	
Mattoax,	8	191,999			19	258,690			1	218	5	5,000	17	7,875	22	2,028	9	850	29	13,006	1	59	13	2,449	3	565	25	1,962	
Chula,	6	56,500			4	64,000					18	18,000	14	4,950			37	2,600	128	10,788	1	418			30	5,659	14	791	
Amelia C. H.,													14	7,000	41	4,870	42	1,975	11	6,330					8	210	20	732	
Jetersville,											5	4,800	10	24,990			57	4,600	17	7,840					11	595	55	2,808	
Jennings' Ord,											9	9,000	4	3,550	16	5,620	63	12,900	93	34,449	6	485	69	4,797	36	3,115	89	6,779	
Function,	1	14,900							1	1,230	5	5,000	27	5,700			45	31,280							13	1,609	13	819	
Price's,	10	159,000									3	3,000			31	4,685	40	2,800	38	20,218					42	23,222	81	4,609	
Meherrin,									1	40	29	29,999	2	2,000	12	1,570	29	1,008	20	15,489					45	15	1,553	22	847
Keysville,					2	30,000					2	2,000					13	2,000	25	9,765					1	18	17	1,739	
Drake's Br'h,	3	49,201									2	2,000	4	2,000			4	200	24	11,670					1	10	12	699	
Mossingford,											23	23,000	25	12,400	28	2,000	127	104,140	21	2,260					2	192	33	5,847	
Roanoke,											6	6,000	4	2,500			44	33,873							1	199	26	3,650	
Clover,											2	2,000					11	4,232							17	6,913	13	2,845	
Scottsburg,	2	40,000	2	30,000	9	83,999							1	120			2	4,900							45	5,740			
Wolf Trap,									174	26,633	23	23,000	25	12,400	28	2,000	127	104,140	21	2,260					2	192	33	5,847	
Boston,									39	6,225	6	6,000	4	2,500			44	33,873							1	199	26	3,650	
New's Ferry,					1	15,000					2	2,000					11	4,232							17	6,913	13	2,845	
Barksdale's,													1	120			2	4,900							45	5,740			
Kinggold,											15	15,000					7	4,300									1	190	
North Side,											64	63,400	2	10,890			88	56,802	10	1,530	31	3,035	29	3,981	73	6,651			
Danville,																													
Total,	49	543,981	2	30,900	56	719,937	1		45	224	188	187,290	227	114,613	154	21,999	364	42,591	897	416,028	32	7,109	170	23,867	329	40,556	454	28,859	
Pounds,																													
Tons,																													

Continued—Tonnage received at Richmond Station from the various Stations during the fiscal year ending the 30th September, 1862.

DATE.	PRODUCTS OF ANIMALS—Cont'd.						VEGETABLE FOOD.															
	Poultry.		Eggs.		Other Articles not enumerated.		Bags of Wheat.		Bags of Corn.		Barrels of Flour.		Meal of all kinds.		Bushels of Peas and Beans.		Barrels of Potatoes.		Barrels of Apples, Peaches, and all Domestic Fruits.		Other Miscellaneous Articles.	
	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.
Coalfield,	1	100					208	25,260	236	22,060							3	300	7	1,050		
Tomahawk,	34	2,485	21	1,900			4,162	502,675	436	51,069	730	148,852	88	9,001	4	585	11	1,567	83	7,928	101	12,800
Powhatan,	4	552	4	181			4,521	548,949	1,987	227,779	1,941	418,678	201	20,851	14	1,775	81	8,548	2	268	24	4,980
Mattoax,	7	783	7	335	3	586	3,888	467,594	1,500	160,298	398	69,712	10	1,060	17	2,080	42	4,719	43	4,915	4	366
Chula,	28	3,336	6	282	8	280	6,263	788,491	905	104,335	244	39,158	81	8,536	25	2,909	36	7,151	66	7,835	4	277
Amelia C. H.,	29	4,287	10	875			4,031	508,948	255	33,210	42	8,511	1	270	29	3,924	71	11,051	80	11,637	56	8,956
Jennings' Ord.,	4	399					2,956	362,961	601	72,879			78	6,776	8	870	6	936	1	50	28	9,690
Junction,	24	3,169	3	406	1	19	1,434	184,352	278	31,337	85	18,266	20	1,928	51	6,424	142	13,831	19	1,672	60	21,860
Price's,	10	2,331	7	324			979	194,369	467	52,535	16	3,346	136	12,432	8	915	78	6,050	18	2,542	27	2,465
Meherrin,	54	8,559	9	436			2,410	295,586	427	48,222	20	4,319	111	10,495	18	2,162	104	12,894	56	6,769	125	16,224
Keysville,	95	10,118	19	957	3	210	7,609	943,455	864	98,051	389	83,688	254	24,300	72	9,332	258	40,128	39	9,069	404	69,510
Drake's Branch,	9	1,177					5,131	641,524	563	56,430	14	3,020	4	225	8	1,026	57	10,120	21	2,875	36	3,986
Mossingford,	21	2,715	14	1,141	1	89	5,327	684,890	861	100,140	3	648	14	1,316	26	3,292	74	14,719	91	15,137	17	2,245
Roanoke,	65	14,644	13	759			10,919	1,376,501	575	69,648	125	27,000	290	32,400	99	2,774	149	10,084	37	4,744	107	25,687
Clover,	14	2,475	6	100			4,675	573,464	1,143	129,269	28	5,900	307	31,369	11	1,394	47	6,951	144	16,295	34	6,646
Scottsburg,	20	2,901	6	448			5,616	697,959	135	11,298	36	7,805	45	4,703	12	1,367	32	5,130	352	48,699	98	8,362
Wolf Trap,	3	455	1	20			2,668	324,452	398	37,465	69	14,904	5	1,949	13	2,567	110	14,648	89	21,121		
Boston,	1	175	4	405	1	155	10,276	1,259,216	609	90,961	75	16,068	8	1,949	194	13,256	59	8,935	13	1,499	153	12,631
New's Ferry,	5	635	1	490	1	109	9,736	1,229,244	732	82,844	343	72,200	5	463	32	3,955	30	6,739	52	8,699	13	1,523
Barksdale's,	6	591	3	158			3,186	387,685	239	27,831	78	12,344	3	425	82	9,355	33	5,282	167	24,555	10	1,190
Ringgold,	2	360			1	71	271	33,587	253	29,114	17	3,626			8	902	3	491	60	8,145		
North Side,	7	2,055	1	366			479	58,470		55	11,768			13	2,236			21	4,590	2	450	
Danville,	13	1,572	20	3,666	4	260	1,784	205,628	591	67,555	243	49,543	93	9,470	91	7,780	66	9,675	572	96,188	187	92,285
Total,	409	66,765	155	12,424	23	1,705	98,711	12,284,282	14,135	1,605,077	4,951	1,019,545	1,578	177,912	773	84,151	1,395	187,705	2,004	259,051	1,579	312,973
Pounds,							956,196															15,851,506
Tons,							478,05															7,925,99

DATE.	OTHER AGRICULTURAL PRODUCTS.								MANUFACTURES.									
	Hhds. of Leaf Tobacco.		Bags of Clover and other Seeds.		Honey, Bees-wax, &c.		Other Miscellaneous Arti-c'les.		Boxes Manufactured Tobacco.		Kegs of Nails.		Furniture and Cabinet Work.		Bar Iron and Steel.		Other Miscellaneous Arti-c'les.	
	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.
Coalfield,													9	7,600		24,000	265	9,185
Tomahawk,													23	9,012	49	28,135	113	6,830
Powhatan,	43	46,833	109	32,626			237	32,076	14	19,735			5	1,250	1	450	194	15,715
Mattoax,	77	110,064	426	27,326	11	1,460			121	13,622			2	5,390	4	2,768	103	11,797
Chula,	27	38,908					2	3,655					1	2,560	13	8,397	724	20,090
Amelia C. H.,	58	72,961	38	2,790			9	2,723					6	8,064	4	1,888	45	5,639
Jetersville,	82	120,381	34	12,184			40	11,548									15	2,298
Jennings' Ord'y,							40	15,383	871	92,076			4	1,860			46	26,488
Junction,	39	55,380	29	1,280					4	450			1	230			11	2,740
Price's,	22	33,159	125	27,829	1	50			299	24,175					1	12,089	33	5,433
Meherrin,	94	28,306	208	14,186			52	3,133	30	5,431			23	8,504			5,804	37,800
Keysville,	171	256,449	414	28,950	3	165	31	2,985	99	6,348			15	1,179			58	16,490
Drake's Branch,	67	104,138	97	6,605			12	2,975									79	11,496
Mossingford,	33	55,631	366	22,981					226	21,266							10,223	59,423
Roanoke,	169	275,409	23	3,662					36	4,570			59	2,492	5	186	65	9,841
Clover,	67	102,063	57	22,924									1	237	1	355	60	4,753
Scottsburg,	34	47,066	147	18,063													22	6,082
Wolf Trap,	16	23,257	4	5,438			23	18,522	755	86,394			16	7,075	13	14,574	145	25,771
Boston,	112	155,904	246	52,788	1	65	11	616	19	1,310			1	1,180	7	3,820	38	7,199
New's Ferry,	224	340,391	5	529	1	145	63	164,723	2,462	259,881	5	565			3	2,560	116	7,114
Barksdale's,	75	113,119	3	193			36	55,662	1,959	236,988							80	46,710
Ringgold,	48	61,466					49	60,680	237	21,171			2	6,768	2	39,730	16	2,129
North Side,	12	15,792	3	528	1	95			15,817	1,721,066	1,216	127,650	42	17,580	192	28,125	1,924	209,690
Danville,	121	182,907	175	17,870	9	3,735	472	624,973										
Total,	1,591	2,238,768	2,491	298,734	27	5,655	1,974	944,694	22,859	2,596,267	1,221	128,245	219	89,762	297	157,858	29,620	551,183
Pounds,								3,487,791										3,424,315
Tons,								1,743,895										1,712,15

Continued—Tonnage received at Richmond Station from the various Stations during the fiscal year ending the 30th September, 1862.

DATE.	MERCHANDISE.										Other Miscellaneous Articles.		TOTALS.		MILEAGE.		
	Dry Goods.		Groceries.		Drugs, Medi- cines, Paints, &c.		Barrels Li- quors, Foreign and Domestic.		Other Miscel- laneous Arti- cles.								
	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.			
Coalfield, Tomahawk, Powhatan, Mattoax, Chula, Amelia C. H., Jetersville, Jennings' Ord'y, Junction, Price's, Meherrin, Keysville, Daake's Branch, Mossingford, Roanoke, Clover, Scottsburg, Wolf Trap, Boston, New's Ferry, Barksdale's, Ringgold, North Side, Danville,			1	132				33	10,480	9	1,531	2	430	283	147,036	955,734	
										18	1,990			586	229,040	2,061,360	
										178	34,704	16	12,144	6,509	1,108,474	12,193,214	
										52	8,468	3	2,189	9,673	1,779,596	24,624,546	
										64	6,144	383	8,879	7,241	924,832	13,872,480	
										39	3,504	608	5,630	8,558	1,086,078	19,549,404	
								5	1,850	58	10,614	2	214	4,974	785,496	16,868,164	
			390	252,768	1	1,000	84	25,256		3	100			3,735	466,235	11,655,875	
										56	7,323	27	2,080	3,853	816,452	22,044,204	
										53	10,558	1	240	2,101	297,634	8,929,920	
										47	8,139	5	1,337	4,139	698,119	29,688,867	
	2	550	39	25,759						297	24,895	6	460	17,215	1,780,572	65,881,164	
			8	966						154	23,967	8	15,365	6,405	942,202	38,159,181	
										73	11,427			7,287	1,009,297	42,386,694	
										77	10,520	9	12,760	23,288	1,978,241	89,029,845	
	15	4,819	4	753	2	698	5	243		79	11,348	8	1,102	6,933	1,001,228	47,576,330	
			7	436						37	5,786			6,726	1,037,528	52,395,164	
			1	238						49	9,675	1	230	3,464	483,594	25,388,085	
	3	610			22	2,190	33	11,182	158	23,694	47	13,905	13,495	1,991,548	108,539,866		
			6	172			1	450	145	22,278	4	861	51,556	6,854,810	109,433,799		
	7	1,286	24	11,384	4	643	6	1,987	177	22,491	25	1,698	6,813	1,010,653	64,176,465		
	4	991	4	1,050					36	4,489			2,833	495,892	33,472,719		
							11	2,585	35	2,962			952	249,859	17,400,139		
	141	32,119	270	87,221	27	5,010	1,803	611,477	533	97,508	306	45,192	26,921	4,462,489	314,695,474		
Total,	172	40,375	655	380,879	56	9,541	1,981	665,510	2,337	363,116	1,461	124,707	185,543	26,630,815	1,163,388,866		
Pounds,											1,459,421		124,707				
Tons											729,71		62,35		13,318,46		
Miles,																	1,163,388,86

Connection Tonnage sent from Richmond Station to Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	PRODUCTS OF THE FOREST.		PRODUCTS OF MINES.					PRODUCTS OF ANIMALS.											VEGETABLE FOOD.														
	Cars Lumber.		Cars of Coal.	Cars of Pig Iron.		Ores of all kinds.	Horses.	Hogs.	Bacon.	Fresh Meats.	Hides, Skins, &c.	Lard and Tal- low.	Butter.	Eggs.	Other articles not enumerated.	Bags of Wheat.	Bags of Corn.	Barrels of Flour.	Bushels of Peas and Beans.														
	No.	Lbs.	Lbs.	No.	Lbs.	P'kgs Lbs.	No.	Lbs.	P'kgs Lbs.	P'kgs Lbs.	P'kgs Lbs.	P'kgs Lbs.	P'kgs Lbs.	P'kgs Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.													
1861.																																	
October,																																	
November,																																	
December,																																	
1862.																																	
January,																																	
February,																																	
March,																																	
April,																																	
May,																																	
June,																																	
July,																																	
August,																																	
September,	1	9,000																															
Total,	1	9,000	2,496	1	11,290	13	3,138	31	31,000	7	760	17	5,390	12	2,261	4,205	177,873	26	7,461	21	1,592	1	50	29	4,847	28	3,500	1	107	5,354	1,901,908	36	2,469
Pounds,		9,000																															
Tons,		4.50																															

Continued—Connection Tonnage sent from Richmond Station to Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	VEGETABLE FOOD—Cont'd.						OTHER AGRICULTURAL PRO- DUCTS.						MANUFACTURES.											
	Barrels of Pota- toes.		Barrels of Ap- ples, Peaches, and all Domes- tic Fruits.		Other Miscella- neous Articles.		Hhds. of Leaf Tobacco.		Bags of Clover and other Seeds.		Other Miscella- neous Articles.		Boxes Manufac- tured Tobacco.		Kegs of Nails.		Agricultural Implements.		Furniture and Cabinet Work.		Bar Iron and Steel.		Other Miscella- neous Articles.	
	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.
1881.																								
October,	30	8,395			6	781					6	1,318	171	26,582	2,941	354,514	1	700	2	13,570	136	18,795	1,262	162,284
November,	95	16,590			22	1,984			4	300	15	1,653	101	9,802	1,113	119,465			1	490	58	3,022	964	64,193
December,	1	170			10	1,181			2	318	2	640	342	40,386	156	16,380			2	3,640	14	1,270	1,412	97,274
1862.																								
January,			1	75	5	351			1	125	3	315	23	3,184	255	27,175	1	100	2	680	42	2,041	531	42,788
February,	1	150	2	280	6	580			4	270	7	1,292	109	12,870	121	12,705	2	350	9	315	71	6,766	386	36,936
March,	3	283					323	306,449	4	145	9	3,507	87	34,231	13	1,365			19	2,019	39	2,652	293	21,375
April,	4	604			3	859	226	218,591	2	241	31	2,443	60	5,552	128	13,440			89	29,384	41	2,636	508	30,257
May,	1	153											233	25,416	10	1,050			26	4,180	42	2,633	26	8,719
June,											2	460	479	68,829	257	29,125			13	1,140	6	349	224	31,733
July,					3	966	47	82,305			1	352	891	109,416	57	5,985			16	650	109	6,753	398	32,312
August,					3	270	78	104,857					248	21,279	102	10,710			2	300	18	1,700	124	9,559
September,					2	202	55	74,163			3	450	230	11,845	55	6,775	5	570	23	6,950	96	4,414	274	23,448
Total,	135	26,347	3	355	67	8,177	729	876,665	17	1,390	79	12,329	2,974	363,398	5,298	597,689	9	1,720	204	54,309	663	52,422	6,386	560,860
Pounds,						1,132 6 3						899,384												1,630,497
Tons,						566,02						445,19												815,29

Continued—Connection Tonnage sent from Richmond Station to Junction Station during the fiscal year ending 30th September, 1862.

DATE.	MANUFACTURES.								ARTICLES NOT ENUMERATED IN FOREGOING CLASSES.						TOTAL.		
	Dry Goods.		Groceries.		Drugs, Medi- cines, Paints, &c.		Barrels Liquors, Foreign and Domestic.		Other Miscella- neous Articles.		Bags of Guano, Plaster, &c.		Cans of Stone.				Other Miscella- neous Articles.
	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.
1861.																	
October,	193	45,947	96	42,276	43	3,324	39	13,725	87	16,837	184	50,366		19	4,165	6,653	894,714
November,	133	28,978	191	34,297	27	2,953	29	7,566	116	18,877	33	4,359	3,160	84	17,455	7,751	1,317,353
December,	127	28,959	96	28,794	45	5,989	119	43,957	116	15,446	4	667	199	13	2,698	2,929	353,216
1862.																	
January,	112	25,619	49	19,524	8	458	95	35,360	52	6,587	10	1,679		14	2,389	1,589	186,329
February,	65	15,463	50	14,411	17	1,317	72	23,790	145	16,765	1	167	1,299	5	723	1,564	187,080
March,	36	7,977	21	6,659	4	229	1	269	53	6,499	148	26,641		6	969	1,679	514,949
April,	36	8,289	26	5,976	1	69	18	6,148	139	17,265	24	4,990		23	3,869	1,296	351,473
May,	3	675	5	587	85	2,159			61	5,619	191	12,599				704	68,693
June,	1	233							37	6,285				1	69	1,639	139,647
July,	1	103	7	1,992	21	682			93	16,127	15	4,998		19	2,669	2,695	291,568
August,	8	2,286	16	2,799	9	552		39	193	15,372	257	59,643		2	339	2,469	258,616
September,	12	2,141	9	1,284	24	1,622	1	199	97	12,684	363	89,968		112	8,878	1,875	258,639
Total,	727	165,761	458	148,681	284	18,716	265	139,936	1,986	154,354	1,937	236,169	4,529	298	43,219	39,521	4,811,668
Pounds										617,848					283,998		4,811,668
Tons,										398,922					141,456		2,495,83
Miles,																	129,915,63

Connection Tonnage received at Richmond Station from Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	PRODUCTS OF THE FOREST.					PRODUCTS OF MINES.					PRODUCTS OF ANIMALS.																
	Cars, Staves, Shingles, &c.		Cars of Wood.		Cars Lumber.	Cars of Coal.		Cars of Pig Iron.		Ores of all kinds.		Horses.		Cattle.		Hogs.		Sheep.		Bacon.		Fresh Meats.		Hides, Skins, &c.		Lard and Tallow.	
	No.	Lbs.	Lbs.	No.		No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.
1861.																											
October,			384							1,268 56,351	7 6,800	8 180,000							1 80				329 42,266	12 1,170			
November,										1 690	4 50,000	7 99,900							7 4,738				162 18,439	13 1,675			
December,			8	127,500		11,219				114 32,563	1 1,000	9 250,000					4 5,600	19 9,153	1 229			13 910	79 11,984				
1862.																											
January,			1	16,000						129 34,941	1 1,000			291 34,929		1 15,000	11 7,474	11,369		13 1,847	111 17,655						
February,	116,220		1	1,000						17 16,150	14 14,000					159 61,017	1 356			4 898	16 1,099						
March,											10 85,000					7 11,153				6 340							
April,			3	4,700							12 12,000	26 33,000				2 25,000	17 116,369			62 28,289	2 246						
May,								239,112			1 1,000					1 320											
June,												3 300	39,000		16 15,700	63 44,818									153 40,965		
July,												62 14,000			179 11,500	16 14,200									17 2,394		
August,			3	47,000							5 5,000	3 15,000			24 1,680	23 12,938									19 2,737		
September,											13 13,000				2 28,000		9 4,629								1 229		
Total,	116,220	384	16	100,900		11,219	239,112	1,529	134,605	68 101,800	168 588,000	293 92,929	211 77,450	333 286,589	31 1,945	589 62,879	423 50,294										

Continued—Connection Tonnage received at Richmond Station from Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	PRODUCTS OF ANIMALS—Cont'd.								VEGETABLE FOOD.															
	Butter.		Poultry.		Eggs.		Other Articles not enumerated.		Bags of Wheat.		Bags of Corn.		Barrels of Flour.		Meal of all kinds.		Bushels of Peas & Beans.		Barrels of Potatoes.		Barrels of Apples, Peaches, and all Domestic Fruits.		Other Miscellaneous Articles.	
	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.
1861.																								
October.	76	7,083	12	527	1	184	58	16,398	1,443	173,981		20	4,620			13	1,583	13	2,293	84	13,254	5	749	
November.	145	15,212				376	28	9,438	845	102,035	112	11,949	21	4,532			28	2,656	21	3,400	95	7,768		
December.	216	18,336	51	6,241		468	78	2,532	1,888	132,036	59	5,609	164	35,385					192	31,891	54	7,851		
1862.																								
January.	77	5,703	20	4,916	1	160	53	2,804			179	20,289	327	70,032			3	256			115	10,945		
February.	46	4,313	16	2,576		723			87	9,240			3	522			18	1,929	2	752	48	6,197		
March.	5	579			2	385	1	45	58	7,960			25	5,500			26	2,991	1	169				
April.	4	375	1	349	3	293							1	216			8	1,012	37	6,582	5	288	2	689
May.	3	156																3	790					
June.	87	5,753	4	279			4	228				124	26,794	29	4,105			4	694	34	3,268	2	177	
July.	99	8,252	14	2,226			14	4,947			150	16,890	97	21,312	243	20,127	5	389	14	1,463	47	3,446	119	57,721
August.	70	5,771	13	2,135	7	988	3	456			60	6,657	15	3,246	7	995			101	10,599	72	10,951	41	7,104
September.	66	5,152	6	767	9	765					25	2,899	6	1,296	13	1,399	1	49	72	9,105	31	4,551	18	2,249
Total.	888	70,676	137	19,128	26	4,282	239	35,930	3,519	425,246	576	64,977	893	174,949	292	26,527	162	19,847	469	67,489	586	66,728	178	68,731

Continued—Connection Tonnage received at Richmond Station from Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	OTHER AGRICULTURAL PRODUCTS.								MANUFACTURES.					
	Hhds. of Leaf Tobacco.		Bags of Clover and other Seeds.		Honey, Bees-wax, &c.		Other Miscellaneous Articles.		Boxes Manufactured Tobacco.		Agricultural Implements.		Furniture and Cabinet Work.	
	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.
1861.														
October,	127	195,862					4	493	28	2,726			3	6,842
November,	43	69,126	2	217	1	140	111	23,608					6	6,124
December,	39	46,679	34	18,455	3	445	15	23,358	144	17,858			3	3,988
1862.														
January,	13	9,593	9	1,168	1	68	2	2,399	144	14,254			10	51,785
February,	19	29,689	3	315			1	599	236	26,218			19	870
March,	2	3,959							31	5,858				
April,	2	2,859												
May,	3	3,242												
June,							212	16,171	29	3,261				
July,							51	3,335	55	6,613	1	59		
August,	13	29,615					4	790	292	19,859				
September,	135	291,191					3	21,999	445	53,811			29	1,105
Total,	437	671,998	48	29,695	5	623	490	92,468	1,714	297,648	1	59	94	85,641

Continued—Connection Tonnage received at Richmond Station from Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	MANUFACTURES—C'd				MERCHANDISE.										ARTICLES NOT ENUMERATED IN FORE-GOING CLASSES.				TOTAL.	
	Bar Iron and Steel.		Other Miscellaneous Articles.		Dry Goods.		Groceries.		Drugs, Medicines, Paints, &c.		Barrels, Liquors, Foreign and Domestic.		Other Miscellaneous Articles.		Bags of Grain, Plaster, &c.		Other Miscellaneous Articles.			
	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.
1861.																				
October,	165	9,129	547	123,366			494	514,695	72	32,798	586	88,366	435	59,814						
November,	16	1,968	944	129,285	2	799	419	399,264	76	27,182	355	56,541	216	49,695			1,162	155,668	4,765	1,218,167
December,	126	42,945	158	29,886			136	167,825	17	2,789	193	43,269	831	63,997			228	34,685	4,935	1,119,748
1862.					9	1,379														
January,	51	22,296	349	51,668			133	123,722	41	4,825		21,795	181	46,229			1,903	165,399	3,469	759,858
February,	3	36,645	214	19,796			132	145,239	1	259	99	1,134	111	5,258			266	46,474	1,439	444,181
March,	1	2,590	76	6,379			16	1,645	12	795	4		5	733			2	565	289	138,569
April,	2	89	84	26,887			47	33,845					42	15,471					362	311,267
May,			169	9,759									137	57,153					288	166,694
June,	1	587	94	5,488			215	126,431	1	628	1	368	41	15,239			379	52,294	1,517	389,879
July,			77	12,541			86	79,757	29	3,999	60	26,159	166	17,906			224	35,944	1,883	362,812
August,	5	598	239	22,934			56	38,832			7	2,459	192	18,623			341	48,289	1,699	339,652
September,	1	15,055	527	27,344			38	9,569	7	1,674			97	17,822			883	147,577	2,459	678,214
Total,	371	131,792	3,418	456,165	11	2,979	1,766	1,556,815	256	74,241	1,275	233,923	2,364	348,480	25	5,724	5,489	732,347	28,995	7,459,726
Tons,																				3,725,363
Bales,																				261,169,60

Intermediate Tonnage received at Stations from other Stations during the fiscal year ending the 30th September, 1862.

DATE.	PRODUCTS OF THE FOREST.	PRODUCTS OF MINES.	PRODUCTS OF ANIMALS.	VEGETABLE FOOD.	OTHER AGRICULTURAL PRODUCTS.	MANUFACTURES.	MERCHANDISE.	ARTICLES NOT ENUMERATED IN FOREGOING CLASSES.	TOTAL.	MILEAGE.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Miles.
1861.										
October,	127,690	75,729	1,576	20,514	990	12,954	5,379	165,782	350,435	9,248,510
November,	299	225,370	1,223	15,613	2,596	7,056	6,998	29,099	281,916	10,694,767
December, 1862.	4,190	172,942	8,192	16,291	2,674	17,034	11,294	7,792	234,295	10,043,997
January,	32,596	97,595	27,642	11,329	2,132	40,466	25,163	25,774	269,037	19,957,633
February,	64,999	47,369	9,799	47,871	57,823	52,255	5,127	6,940	269,125	8,180,376
March,	7,839	118,462	6,943	103,618	49,081	14,567	27,968	3,315	331,784	9,616,275
April,	35,999	111,546	25,532	88,287	20,959	27,929	13,236	24,765	359,676	11,216,484
May,	189,690	145,491	17,972	154,999	67,541	295,812	54,812	18,556	842,313	19,677,996
June,	421,099	132,114	12,318	22,129	114,447	195,010	21,485	51,212	892,715	24,113,534
July,	372,069	139,116	29,659	212,669	151,135	77,428	13,981	5,284	988,658	33,427,711
August,	591,925	148,929	11,663	217,793	255,096	45,258	12,823	19,827	1,093,629	35,683,912
September,	349,299	157,726	3,792	874,118	714,359	76,199	5,295	6,767	2,787,365	65,726,417
Total,	1,985,547	1,562,815	154,957	1,779,331	1,439,095	694,829	290,556	285,779	8,192,239	246,527,692
Tons,									4,051,11	
Miles										246,527,69

Intermediate Connection Tonnage received at Stations from Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	PRODUCTS OF THE FOREST.	PRODUCTS OF MINES.	PRODUCTS OF ANIMALS.	VEGETABLE FOOD.	OTHER AGRICULTURAL PRODUCTS.	MANUFACTURES.	MERCHANDISE.	ARTICLES NOT ENUMERATED IN FOREGOING CLASSES.	TOTAL.	MILEAGE.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Miles.
1861.										
October.		359	57,551	5,749	60,612	371,208	13,868	45,595	569,244	29,534,698
November.		17,999	17,898	32,936	41,498	239,904	21,613	26,375	397,314	14,490,137
December,		723	4,296	86,952	26,261	126,145	35,151	13,794	299,142	9,656,924
1862.										
January.		21,905	31,539	57,112	23,487	288,183	32,916	19,294	443,547	17,586,525
February.		19,898	19,416	28,972	9,949	72,475	61,868	7,285	299,963	7,634,449
March.		8,630	19,692	14,534	18,676	472,476	79,693	62,535	667,236	27,169,724
April.		4,728	6,478	1,193	169,319	169,125	61,546	52,043	446,547	14,576,925
May.		16,380	7,638	623	89,252	78,393	32,416	139,540	357,654	12,157,515
June.		32,979	843		1,988	59,683	26,542	43,165	165,191	4,340,149
July.		2,376	55,169	210	169,261	492,193	24,559	115,633	769,398	28,839,488
August.		12,989	17,477		11,466	69,176	27,466	68,354	205,939	6,555,654
September.	17,365	999	7,629	189,824	215,899	59,914	2,513	143,884	628,949	16,232,895
Total.	17,365	128,129	235,918	415,629	818,669	2,399,965	419,191	728,323	5,146,911	178,564,179
Tons,									2,573,45	
Miles,										178,564,17

Tonnage from Richmond Station to Belle Isle Station during the fiscal year ending the 30th September, 1862.

DATE.	OUTWARD.						INWARD.			
	Cars of Pig Iron.		Other Miscellaneous Articles.		TOTAL.		Kegs of Nails.		Other Miscellaneous Articles.	
	No.	Lbs.	P'kgs.	Lbs.	P'kgs.	Lbs.	No.	Lbs.	Lbs.	Lbs.
1861.										
October, .	26	454,331	1	16,000	37	4703,31	3,528	370,440	15,972	386,412
November, .	40	261,735	1	12,600	41	277,335	5,900	619,500	21,162	640,662
December, .	28	407,100	4	41,500	32	448,600	3,450	362,250	43,029	406,179
1862.										
January, .	42	683,100	2	32,000	44	715,100	3,079	323,295		323,295
February, .	28	310,526			28	310,526	4,350	450,750	24,983	481,733
March, .	42	557,594	1	16,000	43	573,594	4,752	498,960	22,395	521,355
April, .	50	635,373	5	59,017	55	694,390	4,730	496,650		496,650
May, .	32	334,050			32	334,050	2,430	255,150	36,667	291,817
June, .							315	33,075	29,311	63,386
July, .							1,402	147,210	23,171	170,381
August, .							1,250	127,250	21,926	149,176
September, .	35	279,205	4	22,295	39	301,500	1,893	193,515	54,107	247,622
Total, .	333	3,926,014	18	199,412	351	4,125,426	37,079	3,884,045	293,623	4,177,668
Tons, Miles,		2,962.73 4,125.42				Tons, Miles,		2,688.89 4,177.69		
		Total Tons, Do. Miles,						4,151.56 8,308.99		

By an oversight the Inward Belle Isle Tonnage was omitted in Tonnage Statement, page 245.

Local Confederate Tonnage from Richmond Station to the various Stations during the fiscal year ending the 30th September, 1862.

DATE.	Cars of Baggage.		Cars of Coal.		Ores of all kinds.		Horses.		Hides, Skins, &c.		Small Arms, &c.		Products of Animals not enumerated.		Barrels of Flour.		Other Miscellaneous Articles of Vegetable Food.		Tents.		Ammunition Boxes, Ordnance Stores, &c.		Kegs of Nails.	
	No.	Lbs.	No.	Lbs.	P'kgs.	Lbs.	No.	Lbs.	P'kgs.	Lbs.	P'kgs.	Lbs.	P'kgs.	Lbs.	No.	Lbs.	P'kgs.	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.
1861.																								
October,							1	1,000			4	600					1	480						
November,							2	2,000																
December,							3	3,000																
1862.							4	2,000																
January,							4	2,000			5	1,450									5	1,550		
February,							4	7,000													6	2,570	6	630
March,					51	1,615		4,000													5	1,745	1	105
April,							22	22,000			67	19,720	2,500	1,450,000	5,179	1,115,820								
May,							1	1,000			1	288	91	44,799	9,863	2,139,408	314	214,927	23	2,300	1,650	165,941	3,052	317,745
June,	14	70,990					112	112,000	337	23,425					164	35,424					36	39,119	91	9,555
July,							2	2,000	318	11,634				2,695	72	15,552								
August,							3	3,000	1,812	48,260	10	2,500									1	50	2	270
September,	2	24,000	2	32,000					284	7,310	1,200	10,700									6	1,330	3	315
Total,	16	94,990	2	32,000	1,727	82,703	159	159,000	2,751	90,629	1,287	35,258	2,591	1,497,485	15,260	3,297,204	315	215,407	31	2,910	1,272	248,664	3,155	328,629

Continued.—Local Confederate Tonnage from Richmond Station to the various Stations during the fiscal year ending the 30th September, 1862.

DATE.	Guns and Carriages.		Furniture and Cabinet Work.		Bar Iron and Steel.		Other Manufactures.		Groceries.		Drugs, Medicines, Paints, &c.		Barrels Liqueurs, Foreign and Domestic.		Other Merchandise.		Cars of Stone.		Other Miscellaneous Articles.		TOTAL.	
	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs	P'kgs	Lbs.	Mileage.	
1861.																						
October,					42	4,181	42	1,000							3	750					8,611	431,239
November,					1,019	474,236	144	22,455							2	366					499,957	13,491,569
December,							67	12,859	15	959					14	2,377					19,177	449,066
1862.																						
January,							34	10,676							14	469					14,689	516,735
February,							215	8,859							9	51,080					66,939	1,953,395
March,							2,296	1,096,166							118	35,357					1,141,788	80,116,050
April,					1	2,275	25	16,588	425	68,915	1	36			130	31,550					2,728,748	191,122,213
May,			20	1,169	11,484	732,706	42,267	776,275	552	195,979	94	11,964	790	273,555	1,126	336,929	1,039	135,200			5,421,349	373,005,168
June,	6 60,000				194	11,339	5,818	261,451			1	129			96	34,899	44	22,600			679,914	18,839,063
July,							638	39,290			19	1,420			65	16,276	5	1,150			160,629	5,168,597
August,	5 19,050				73	6,582	672	63,710			141	10,069			37	12,228	29	6,679			177,632	8,528,479
September,					229	11,587	521	19,391	2						79	27,115	71	15,729			93,378	4,747,567
Total,	11,70,650	29	1,169	13,024	1,242	891	52,739	2,329,206	99	265,844	247	23,594	790	273,555	1,687	549,382	1,179	181,340	99,224		11,611,992	698,369,882
																					5,595	95
																						698,369,882

Local Confederate Tonnage received at Richmond Station from the various Stations during the fiscal year ending the 30th September, 1862.

DATE.	Cars of Wood.		Cars of Bag-		Ginseng and other Roots.		Ores of all kinds.		Horses.		Bacon.		Small Arms.		Other Articles not enumerated.		Bags of Corn.	
	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.
1861.																		
October,																	296	34,686
November,																	513	56,832
December,																	264	25,615
1862.																		
January,					1	1,000			61	61,000			5	952			2,648	230,728
February,									40	49,000			4	865			789	85,817
March,									52	52,900							158	17,985
April,	3	19,860							67	67,000							212	23,919
May,									7	7,000	6,135	223,522					8,233	865,122
June,	2	32,000					173	19,730	10	10,000	476	39,050			6	4,920	22,101	2,350,487
July,	5	29,640					12	6,000	19	10,000	2,632	164,456					12,394	1,339,661
August,			1	15,900							11,547	251,525	2	265	24	11,885	14,631	460,839
September,															37			
Total,	19	72,500	1	15,900	1	1,000	185	25,730	217	256,000	29,190	678,550	11	2,982	61	31,436	50,498	5,431,784

Continued—Local Confederate Tonnage received at Richmond Station from the various Stations during the fiscal year ending 30th September, 1862.

DATE.	Barrels of Flour.		Meal of all kinds.		Barrels of Potatoes.		Other Miscellaneous Articles of Vegetable Food.		Tents.		Honey, Beeswax, &c.		Other Agricultural Products.		Wagons.		Ordinance Stores and Ammunition.		Guns and Carriages.	
	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.
1861.																				
October,							20	9,429	165	5,700										
November,							27	5,400												
December,							695	218,195	604	33,825										
1862.																				
January,							298	109,186	154	8,965										
February,							46	17,996	356	29,645			767	241,356						
March,							259	75,277	249	22,659			1,394	397,227						
April,							1,540	465,005					371	124,489						
May,							1,086	395,951					124	37,998						
June,													1,909	574,436	46	14,950	250	26,250		
July,	8	1,720	69	6,506					32	2,000			1,870	536,690			80	8,400	2	10,000
August,					10	817	1	65			1	75	2,584	682,828			113	11,865	10	70,700
September,	2,620	540,256					55	32,859					2,535	613,694			1,436	159,780	3	27,000
Total,	2,637	550,976	69	6,506	10	817	4,927	1,230,354	1,599	93,875	1	75	11,644	3,208,537	46	14,950	1,879	197,295	15	107,700

Continued—Local Confederate Tonnage received at Richmond Station from the various Stations during the fiscal year ending the 30th September, 1862.

DATE.	Furniture and Cabinet Work.		Bar Iron and Steel.		Other Manufactures.		Groceries.		Drugs, Medicines, Paints, &c.		Barrels Liquors, Foreign and Domestic.		Other Articles of Merchandise.		TOTAL.		MILEAGE.
	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	
1861.																	
October,					199	19,660									426	50,739	1,223,929
November,	1	15,000													731	87,892	2,280,681
December,															1,503	280,635	12,169,214
1862.																	
January,													38	2,049	400	111,191	4,896,426
February,															3,284	573,677	27,469,674
March,															2,735	628,836	25,723,896
April,					191	14,628							233	47,362	2,598	740,459	39,762,450
May,					374	49,930							144	42,945	2,907	517,843	27,447,391
June,			2	34,356	238	44,185	199	50,000	1	131	420	147,000	57	15,285	17,669	2,958,881	97,814,953
July,			229	8,922	1,722	176,673	199	16,845	98	3,700	1	190	199	32,565	26,024	3,230,250	158,000,467
August,			3,120	122,998	9,956	2,432,6	31	15,289			59	18,938	232	60,725	29,689	2,729,884	130,716,739
September,			284	23,828	599	138,598	199	46,465	4	2,600			171	51,414	23,241	2,393,349	112,429,190
Total,	1	15,000	3,626	199,098	12,661	629,199	391	128,590	193	6,491	489	166,938	1,939	253,146	111,339	13,313,636	640,544,112
Tons,																	
Miles,																6 656.81	649,544.11

Connection Confederate Tonnage from Richmond Station to Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	Cars of Baggage.			Wagons.	Ores of all kinds.		Horses.	Bacon.		Small Arms, &c.	Other articles not enumerated.		Bags of Corn.		Bushels of Peas and Beans.		Other Miscellaneous Articles of Vegetable Food.		Tents.			
	No.	Lbs.	P'kgs		Lbs.	P'kgs		Lbs.	No.		Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	
1861.																						
October,	19	74,999	3	3,090			6	6,999			32	8,775				59	5,490			411	24,999	
November,							68	68,999	19	3,099	19	2,359				129	13,440	29	26,933	373	41,149	
December,			6	6,499			3	3,099	20	19,395	12	3,975								389	26,849	
1862.																						
January,							5	5,999												619	44,263	
February,	3	14,189					5	5,999			58	16,149	1	199						7	199	
March,	1	5,839	17	13,699			5	5,999			87	21,959								1,299	86,519	
April,			14	11,299			19	19,999			59	14,599			4,199	446,429				179	14,499	
May,	2	29,999					1	1,999			165	47,679								291	29,199	
June,	19	199,999				2	351	1	1,999			52	15,999			59	3,999	3	899	299	7,469	
July,						17	1,385	16	16,999			46	13,949							159	6,889	
August,						6	1,538	1	1,999			13	4,979							179	15,839	
September,	1	19,999					1	1,999			1,599	12,499								1	199	
Total,	36	224,919	49	34,299	25	3,274	123	123,999	39	22,365	2,925	199,659	1	199	4,199	446,429	229	21,849	32	27,733	3,999	288,559

Continued.— Connection Confederate Tonnage from Richmond Station to Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	Ammunition Boxes Ord. Stores, &c		Kegs of Nails.		Guns and Car- riages.		Furniture and Cabinet Work		Bar Iron and Steel.		Other Miscel- laneous Arti- cles of Mann- ufacture.		Groceries.		Drugs, Medi- cines, Paints, &c.		Barrels Li- quors, Foreign and Domestic.		Other Miscel- laneous Arti- cles of Mer- chandise.		TOTAL.	
	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.
1861.																						
October.	253	57,732			67	197,770			8	219	433	27,507	13	6,512					199	24,996		354,572
November.	668	124,425	1	195	39	88,736			58	3,406	1,691	106,237	121	37,509					269	58,997		643,283
December.	159	28,993	1,000	105,000	19	46,993			600	271,435	739	77,433							121	21,691		622,431
1862.			1,022	107,319																		
January.	631	83,579			11	53,938			711	119,293	465	48,560			8	799			69	18,895		472,475
February.	351	53,681	9	945	29	70,181	13	950	22	6,398	454	12,598			189	15,150			292	29,535		226,259
March.	624	83,259	762	70,016	6	6,009	2	80			8,213	105,197			53	7,538			39	7,466		422,434
April.	823	138,382	19	1,993	19	32,589	16	640	148	27,970	2,385	202,140			19	1,396			402	51,516		953,133
May.	528	88,579			14	31,389	12	2,020	69	4,690	985	66,345			5	579			113	26,363		367,967
June.	652	113,113	16	1,680	26	31,149	26	826	147	5,331	1,876	190,137	11	2,599	37	5,470			48	9,911		397,793
July.	1,543	269,935			24	58,230	21	939	7	740	277	51,887			23	4,460	1	379	199	35,775		458,732
August.	2,649	422,793	5	525	29	37,449			17	2,999	3,091	199,696			23	5,330			61	19,659		612,172
September.	1,341	265,567	50	5,259	7	6,849			192	46,283	1,046	61,140	40	3,329					159	38,610		439,916
Total.	10,215	1,730,473	2,884	301,823	257	669,744	84	5,449	1,970	478,961	20,986	959,935	185	49,832	330	40,698	1	370	1,023	332,353	49,464	5,911,158
Tons,																						2,965,67
Miles,																						159,601,26

Connection Confederate Tonnage received at Richmond Station from Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	Cars of Wood.		Cars Lumber.		Ginseng and other Roots.		Cars of Pig Iron.		Ores of all kinds.		Horses.		Bacon.		Fresh Meats.		Hides, Skins, &c.		Lard and Tallow.		Butter.		Poultry.	
	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.
1861.																								
October,									2,666	192,118	211	322,000	1,319	960,214			50	6,156						
November,									2,432	189,949	240	240,000	425	271,425										
December,									1,963	92,855	59	195,000	91	50,520										
1862.																								
January,									1,510	66,998	21	21,000	31	31,715	10	3,919								
February,											160	160,000												
March,									594	25,174	15	15,000												
April,									391	22,719	19	9,030												
May,							6	62,945	458	34,955	10	10,000	1	540					1	90				
June,									1,601	65,493	29	29,000	28,275	797,940										
July,	3	45,000	5	55,000	57	114,625	2	28,800	834	36,532	19	19,000	17,181	564,668							1	15	2	290
August,			147	29,379	5	6,625	47	118,999	867	50,968	17	17,000	682	379,759										
September,					41	48,695			888	49,323	1	1,000	56	51,009										
Total,	3	45,000	152	85,379	103	169,945	55	299,835	12,944	648,944	714	879,639	48,961	3,098,712	19	3,919	59	6,156	1	29	1	15	2	290

Continued—Connection Confederate Tonnage received at Richmond Station from Junction Station during the fiscal year ending the 30th Sept., 1862.

DATE.	Small Arms.		Bags of Corn.		Barrels of Flour.		Bushels of Peas and Beans.		Barrels of Apples, Peaches, and all Domestic Fruits.		Other Miscellaneous Articles of Vegetable Food.		Tents.		Bags of Clover and other Seeds.		Other Miscellaneous Agricultural Products.		Wagons.		Ordinance Stores and Ammunition.		Guns and Carriages.		Furniture and Cabinet Work.		
	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	No.	Lbs.	No.	Lbs.	P'kgs	Lbs.	P'kgs	Lbs.	
1861.																											
October,	128	13,000	557	62,744					50	3,830				98	5,250			1,019	255,297	26	3,000	283	75,185				
November,	1	560	2,164	234,459														1,062	318,855								
December,	1	180	826	76,557														676	391,784		9,115,660	38	1,188				
1862.																											
January,	1	320	115	12,810														276	445,316	3	4,590	227	26,891				
February,	1	1,076																361	255,427	10	7,310	78	3,440				
March,	8	2,005																				339	12,320				
April,	83	34,565						2	350		1	12,000						211	55,312								
May,					50	5,414					17	148,780															
June,			434	48,748														644	234,739			185	60,187	16	38,400		
July,			3,558	393,331	90	10,800					1,484	113,725	26	1,850	107	6,018	813	189,168									
August,			372	27,809							345	78,751	41	2,000			396	21,810									
September,	10	2,695	65	7,330													690	225,741	1,386	27,823							
Total,	233	54,451	8,601	863,788	140	25,214	2	350	50	3,830	1,847	353,250	165	9,100	107	6,018	6,078	2,333,449	1,611	74,998	1,150	185,211	58	94,400	10	615	

Continued—Connection Confederate Tonnage received at Richmond Station from Junction Station during the fiscal year ending the 30th September, 1862.

DATE.	Bar Iron and Steel.		Other Miscellaneous Articles of Manufacture.		Dry Goods.		Groceries.		Drugs, Medicines, Paints, &c.		Barrels Liquors, Foreign and Domestic.		Other Miscellaneous Articles of Merchandise.		Other Miscellaneous Articles.		TOTAL.	
	P'kgs.	Lbs.	P'kgs.	Lbs.	P'kgs.	Lbs.	P'kgs.	Lbs.	P'kgs.	Lbs.	No.	Lbs.	P'kgs.	Lbs.	P'kgs.	Lbs.	P'kgs.	Lbs.
1861.																		
October,			1,312	214,194			869	63,482	3	407	292	103,562	699	160,573	1,894	337,950	19,876	2,603,662
November,	110	12,837	257	50,389			594	43,036			212	70,877	293	64,767	1,719	269,809	9,590	1,093,848
December,			50	6,909			23	32,209			129	76,806	141	35,285			4,067	799,925
1862.															190	15,079		
January,	5	49,162	82	22,396			3	3,650			89	33,066	64	24,090	214	32,199	2,537	758,884
February,			253	53,854			192	173,735			3	899	23	7,741			1,235	605,483
March,			36	9,849									5	1,019			967	68,349
April,			473	139,389	1	190	21	8,228			2	560	292	26,663			1,397	308,846
May,			871	198,363									613	50,317			2,927	430,274
June,	2	17,228	283	55,496			1	550	93	11,055			70	23,534	341	53,150	31,385	1,423,329
July,			381	45,289									161	6,609	428	67,772	25,372	1,776,984
August,			119	25,712			1	959	2	4,140			96	19,090	114	32,199	3,152	895,945
September,			499	18,906					16	4,688			26	2,788			3,678	439,989
Total,	117	79,167	4,607	759,668	1	190	1,764	331,845	114	21,189	815	291,695	2,393	431,598	4,801	798,042	96,193	11,855,021
Tons,																		5,927.51
Miles,																		329,085.50

BY-LAWS
FIFTEENTH ANNUAL MEETING

OF THE

STOCKHOLDERS

OF THE

RICHMOND AND DANVILLE RAILROAD CO.

—:O:—

The Stockholders of the Richmond and Danville Railroad held their fifteenth annual meeting at the Exchange Hotel, in the City of Richmond, on Wednesday, December 10th, 1862.

The meeting was called to order by L. E. Harvie, President, on whose motion F. N. Watkins was called to the Chair, and J. D. Blair appointed Secretary.

On motion, the meeting adjourned to meet at the office of the Old Dominion Insurance Company at 7, P. M.

EVENING SESSION.

The adjourned meeting was called to order at 7, P. M., F. N. Watkins in the Chair.

It was ascertained by the Secretary that there were present Stockholders in *person* entitled to 368 votes, and by proxy 1,214 votes, in all 1,582, which, with the vote of the State, amounted to 2,636 votes; this being less than a quorum by 693 votes, no business could be transacted.

On motion, the President by request, informally read his annual report to the Stockholders.

Mr. Wood Bouldin, Chairman of the Examining Committee, read informally the report of that committee.

A vote of thanks to Mr. Isaac Davenport, Jr., President of the Old Dominion Insurance Company, for his courtesy in offering this room for the use of the meeting, was adopted.

Ajourned.

F. N. WATKINS, *Chairman*.

J. D. BLAIR, *Secretary*.

BY-LAWS

OF THE

RICHMOND AND DANVILLE RAILROAD COMPANY.

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ARTICLE 1. The annual meeting of the Stockholders of this Company shall be held on the 2d Wednesday of December in each year at the office of the Company, in the City of Richmond, or at such other place as the Stockholders may adjourn to. Ten or more Stockholders, holding together at least two thousand shares, may at any time apply to the President and Directors to call an extra meeting of the Stockholders, and upon such application it shall be the duty of the President and Directors, as soon as may be thereafter, to call such meeting to be held at the place of the next annual meeting, giving such notice thereof as the charter requires.

ART. 2. The meetings of the Stockholders shall be organized by the appointment of a Chairman, and shall be attended by the Clerk of the Company, or such Clerk *pro tempore* as they shall from time to time appoint, and in either case by such additional Clerk or Clerks as may be necessary. The proceedings of each day shall be verified by the signature of the Chairman.

ART. 3. The ayes and noes upon any question shall be spread upon the journal whenever required by any seven Stockholders present, either in person or by proxy.

ART. 4. All proxies to represent Stockholders at a general meeting shall hereafter be in writing, and signed by the person thus transferring the power; partnerships may sign in the name of the partnership, and the signature of either member of the firm shall be valid. No proxy shall be valid for more than six months from the date thereof. In order to effect the organization of a meeting of Stockholders, the Clerk of the Company, or the Clerk *pro tempore*, shall ascertain and declare that proprietors, entitled to a majority of all the votes which could be given by all the Stockholders, either in person or by proxy, properly authorized, are present. But at every meeting of the Stockholders a committee shall be appointed to examine such power as may have been given by any Stockholders to represent

them, and no proxy shall give a vote as such, except in organizing the meeting and in appointing committees, until by the report of the committee appointed for that purpose, and the decision of the meeting thereupon, it shall be ascertained that he is properly authorized by a power as herein required.

ART. 5. The stock of the Company shall be transferred only on the books of the Company by the Stockholder himself in person, or by his attorney in fact, duly constituted according to such forms as the President and Directors may prescribe.

ART. 6. A roll of the Stockholders, in alphabetical order, together with the number of shares held by each, and the number of votes which each is entitled to set opposite his or her name, shall be made by the Clerk, and laid before the Stockholders at each meeting.

ART. 7. The President and Directors of the Company shall meet at the office of the Company, or at such other place as they may direct, at least once in two months, and at such other times and places as the business of the Company may require, and the Clerk shall call a meeting of the Board at any time when desired by any two members thereof; or the President may require the Clerk to call a meeting of said Board whenever in his opinion the exigencies of the Company may require it. The Board shall appoint two or more of its members to examine for two months the books of the Company for that period, and a report shall be made of the result of the examination for the preceding months.

ART. 8. The President shall hold a vigilant superintendence over all the works of the Company in progress, and over all the affairs and agents of the Company.

ART. 9. The President and Directors shall make a report to the Stockholders at their annual meeting of the condition of the Company, the state of its works, the conduct of its officers and agents, and such other matters as they may deem expedient and proper. Accompanying the report there shall be statements of the receipts and disbursements for a year, ending the 30th day of September next preceding the meeting; and a statement of the surplus or contingent fund then on hand. Statements shall

also be made showing as much detail as may be desirable: 1st. The amount of money paid in by the Stockholders, and the amount obtained from any temporary loans which may have been made. 2d. The cost of the road and property of the Company, including therein all disbursements chargeable against the capital. 3d. The income for the preceding twelve months. 4th. The current expenses and interest paid during the twelve months. 5th. The income and current expenses for the year which preceded it. 6th. The amount of income remaining after deducting all payments for current expenses, and interest, and all dividends which may have been declared. 7th. The debts due to the Company, and debts due from it; and 8th, the materials on hand for the repair of the road, and for the use of the depots and shops. There shall also be a list of the persons in the employment of the Company, stating in distinct columns the names, compensation and duty; *provided*, however, that the names of the hands on the road, in the depots and workshops, and upon the trains, need not be stated, but in regard to them it shall be sufficient to mention the number employed for each purpose, and their compensation.

ART. 10. Neither the President, nor any Director, nor Engineer in the employment of the Company, shall have any interest, direct or indirect, in any contract with the Company, and nothing shall be paid by the Company, or recovered from them on any contract in which the President, or any Director or Engineer in the employment of the Company shall have any interest, except such as may have been cast upon him by will or operation of law, and no Director, or other officer or agent of the Company shall act as proxy at any meeting of the Stockholders.

ART. 11 The money of the Company shall be deposited by persons paying the same in such bank or banks as the President and Directors of the Company may from time to time prescribe. Certificates of such deposits shall be given to the person or persons depositing the same, which certificate shall be transmitted to the Clerk of the Company, and for which the Clerk shall grant receipts; *provided*, however, that the President and Directors may, by an order of the Board, at any time authorize

any payment to be made to the Clerk, who shall grant receipts therefor, and who shall on the day of receiving the same, or at farthest the next day, deposit in said bank or banks to the Company's credit the amount so received by him. The President and Directors shall also have authority to appoint agents to collect the requisitions on the stock when they deem it necessary. No money deposited in any bank to the Company's credit shall be drawn thereout, except upon a check specifying upon its face on what account it is drawn, signed by the Clerk, and countersigned by the President; or in the absence of the President by the Vice President.

ART. 12. No money shall be paid under any contract without the express order of the Directors.

ART. 13. It shall be the duty of the Clerk to audit, adjust and certify all accounts of the Company, and all claims against them, and he shall balance the books of the Company on the thirtieth day of September in each year, and at such other times as the President and Directors may require. He shall act as the Treasurer of the Company. At each stated meeting he shall lay before the Board a statement shewing the disbursements since the last meeting, and the purposes for which they were made as much in detail as can be conveniently given; and also a statement of the bills payable during the next two months, and the resources of the Company to meet the same. Semi-annually he shall furnish to the Board statements showing the receipts and disbursements for the six months. Before entering on the duties of his office, he shall give bond and good security in the penalty of twenty thousand dollars, payable to the Richmond and Danville Railroad Company, conditioned for the faithful performance of all the duties of his office as Clerk and Treasurer; and the President and Directors shall have power to demand new security of him whenever they shall think proper to do so. He shall hold his office during the pleasure of the Board.

ART. 14. The salary of the President shall be three thousand dollars per annum, payable quarterly.

ART. 15. The Directors shall be allowed mileage at the rate of fifteen cents for every mile they shall necessarily travel in

going to and from the meetings of the Board, and four dollars per day for each day they may attend the same, and the committee appointed to examine the accounts shall be allowed four dollars for each day they may necessarily be employed in such examination.

ART. 16. The pay of the Clerk shall be fourteen hundred dollars per annum, payable quarterly, and his travelling expenses, when on the business of the Company.

ART. 17. At every annual meeting of the Stockholders there shall be a committee of three appointed, whose duty it shall be to examine the books and affairs of the Company, and to report to the next succeeding annual meeting such facts as in their opinion may be of interest to the Stockholders; and said committee shall be authorized to employ a skillful accountant to aid them in their investigation if they shall deem it necessary.

RULES AND REGULATIONS

For establishing an Office of Auditor of Accounts of the Richmond and Danville Railroad Company, and prescribing the mode of conducting the Fiscal business of the Company, and keeping the accounts thereof.

ADOPTED SEPTEMBER 27TH, 1859.

—:O:—

1. There shall be established an Auditor's office, to be filled by an Auditor of Accounts, and such Clerks as the Board of Directors shall prescribe; the Auditor and Clerks to be appointed by the Board of Directors, and to hold their offices during the pleasure of the Board.

2. The Auditor shall receive a salary of \$2,000 per annum, payable quarterly, and shall give a bond in the penalty of \$20,000, with security, to be approved by the Board of Directors, conditioned for the faithful discharge of the duties of his office.

3. The Auditor shall audit, state and settle all the accounts of the Company, and shall have proper entries made thereof in the books in his office, and to that end he shall keep such books and accounts as the business of his office may render necessary, or as the President may from time to time prescribe.

4. When the Auditor is absent from his office by the permission of the President, or President *pro tempore*, which permission shall be in writing, and shall be notified in writing to the Treasurer, and to the proper officers of the bank or banks in which the money of the Company is deposited, his duties, while he is so absent, shall be performed by the first Clerk in his office, or such person as the President may appoint.

5. The Auditor shall issue to the Treasurer warrants for all payments of money into or out of the treasury; and no money

of the Company shall be received or paid out by the Treasurer, otherwise than upon such warrant.

6. When money is to be paid into the treasury, the Auditor shall issue a warrant to the Treasurer to receive the same, which shall express on its face, in concise terms, on what account the money is to be received, the amount to be received, and on whose account it is to be received, which warrant shall be signed by the Auditor. On the back of the Auditor's warrant there shall be a warrant from the Treasurer to the bank, authorized to receive the money to be paid in, which shall be filled up and signed by the Treasurer; and at the foot of the Treasurer's warrant there shall be a receipt, to be filled up and signed by the proper officer of the bank into which the money is to be paid, showing that the money has been paid into the bank to the credit of the Company. When the money has been so paid into bank, the warrants with the receipt shall be returned to the Treasurer, who shall file the same in his office, charge the amount to the bank in the proper account, and give to the person paying in the money a receipt therefor, in the name of the person on whose account the money is so paid in, which receipt shall be delivered to the Auditor, who shall file the same in his office, give his receipt therefor to the person paying in the money in the name of the person on whose account the money is so paid in, charge the amount to the Treasurer, and enter it as credit or debit to the proper accounts in the books in his office.

7. When money is to be paid out of the treasury, the account, bill, note, or other evidence of debt or charge, on which the same is to be paid out, shall be presented to the Auditor. If it be an account or bill relating to the business of the Transportation Department, it shall be properly certified by the Superintendent of Transportation, or, in his absence, by his Clerk; and if not relating to the transportation business, it shall be so certified by any other officer or agent of the Company authorized to certify the same. If it be not an account or bill, there shall be such evidence presented to the Auditor that the amount is properly due from the Company, as the nature of the case may require. When the Auditor is satisfied of the correctness

of the charge or debt, he shall take a receipt in the name of the person on whose account the money is to be paid, from the person presenting the evidence of debt or charge, and shall issue and deliver to him a warrant to the Treasurer to pay the same, which shall express in concise terms the account on which the money is to be paid, the amount to be paid, and the name of the person on whose account it is to be paid, and if the same is to be remitted to some other place or bank for payment there, the name of the person to whom, or of the bank to which the same is to be remitted ; which warrant shall be signed by the Auditor, and countersigned by one of the Clerks in his office. The warrant shall be presented to the Treasurer, who shall give a check for the amount of the same, drawn on the back of such warrant, signed by the Treasurer, and countersigned by the President, or President *pro tempore*, and shall take from the person, to whom the check is delivered, a receipt for the amount thereof, in a book to be kept for the purpose, the receipt to be in the name of the person on whose account the money is paid. But the Treasurer may pay small claims against the Company, not exceeding \$5 each, out of the cash to be kept by him for the purpose, as hereinafter provided. And the Auditor and Treasurer, respectively, shall enter all the payments aforesaid to the proper accounts in the books kept in their respective offices. But no warrant shall be issued by the Auditor for the payment of any account or bill, which has been due and payable for the space of three years or more, without the order of the Board of Directors ; and all such accounts and bills shall be reported by the Auditor to the Board at their next meeting, after the same are presented to him for payment.

8. On Monday in each week the Auditor shall issue a warrant to the Treasurer to receive from the bank of deposit the sum of fifty dollars, to be kept by the Treasurer for the payment of small charges against the Company, not exceeding five dollars each, taking the Treasurer's receipt for the warrant as in other cases ; which charges the Treasurer shall pay out of the money so kept by him for the purpose, without checking therefor, and on the following Monday in each week he shall exhibit

to the Auditor a statement of the money so received and disbursed the previous week, with the vouchers for the disbursements, which the Auditor shall verify and settle, and the Treasurer shall repay into the bank of deposit any balance in his hands of the money received in such previous week. The Auditor and Treasurer shall respectively keep separate accounts of the money so kept and disbursed by the Treasurer, and the Auditor shall file in his office the weekly statements thereof, with the vouchers accompanying the same.

9. When an account, bill, or other evidence of debt due by the Company is presented to the Auditor for payment, if the same is payable at a future day, or should there be no money in the treasury applicable to the payment thereof, the Auditor, upon being authorized to do so by the President, or President *pro tempore*, shall issue his warrant to the Treasurer to give a negotiable note of the Company, or acceptance on its part, for the amount so due, first taking from the person, to whom the warrant is delivered, a receipt therefor, in the name of the person on whose account the same is issued, which the Auditor shall file in his office, with the account, bill or other evidence of debt, as in other cases. When the note or acceptance is given by the Treasurer, he shall take a receipt therefor, as in other cases, on the back of the warrant, and file the warrant and receipt in his office; and the Auditor and Treasurer, respectively, shall make the proper entries thereof in their respective books. The note or acceptance so given shall be signed by the President, or President *pro tempore*, and countersigned by the Treasurer, and at each meeting of the Board of Directors the Auditor shall lay before the Board a statement of the warrants which have been given by him for the making of any notes or acceptances of the Company since the next preceding meeting of the Board.

10. No bond, or other evidence of debt, under the seal of the Company, shall be executed or negotiated without the order of the Board of Directors, authorizing the same; and no bill of exchange, negotiable note, acceptance, or other evidence of a debt, due from the Company, shall be given or issued without

such order, except in the cases and in the manner hereinbefore provided. Every bill of exchange, note or acceptance of the Company, shall be signed by the President, or President *pro tempore*, and countersigned by the Treasurer. But contracts for hires or for purchases may be made, as hereafter provided.

11. The Treasurer shall receive, keep and disburse all the money belonging to the Company, in accordance with the By-laws and with the Rules and the Regulations now or hereafter prescribed by the Board of Directors.

12. He may have an assistant, who shall discharge such duties as may be prescribed by the Board, or such duties pertaining to the Treasurer's office as he may prescribe ; and the assistant shall act as Treasurer when the Treasurer is absent from his office by permission of the President, or President *pro tempore*, which permission shall be in writing, and shall be notified to the Auditor, and to the proper officers of the bank or banks, in which money of the Company is deposited.

13. The Treasurer shall keep such books and accounts as shall be prescribed by the Board of Directors, or by the President.

14. He shall neither receive nor disburse any money for the Company, otherwise than on the warrant of the Auditor, and in the manner prescribed by these rules and regulations, or in accordance with such other rules, regulations or orders, as the Board of Directors may hereafter prescribe or adopt.

15. The money of the Company shall be kept by the Treasurer in such bank or banks, as the Board of Directors have, or President has, or may hereafter from time to time prescribe, and it shall be deposited in such bank or banks by the person paying the same, unless in cases where it is otherwise provided.

16. The President shall make an arrangement with the bank or banks of deposit to receive on special deposit the notes not receivable at such bank or banks on general deposit ; and the Treasurer may check on such special deposit, in the manner provided in regard to other checks, when he deems it proper to do so, specifying in such check that it is drawn on the special deposits ; or the President may, at his discretion, cause any un-

bankable funds to be converted into funds receivable on general deposit at the bank or banks of deposit.

17. All persons having money to pay into the treasury shall obtain a warrant from the Auditor to the Treasurer to receive the same ; and all the officers or agents of the Company, who, in receiving money for the Company, have taken bank notes not receivable on general deposit by the bank of deposit, shall in the reports made, or abstracts rendered thereof by them, show the respective amounts thereof, which are in specie, in bankable and in unbankable notes ; and unless when the President has made an order for converting the unbankable into bankable funds, as before provided for, the warrants of the Auditor and Treasurer shall show the respective amounts in specie, bankable and unbankable notes, and the receipt of the Teller of the bank receiving the same *shall show the respective amounts in bankable and unbankable notes.* But all other persons, than an officer or agent of the Company may, if they prefer to do so, have the money to be paid into bank by them sent at their risk to the bank of deposit by the Treasurer or his assistant, as hereinafter specially provided for, in the case of the Station Agents and Conductors ; and also when money is remitted for payment into the treasury by any person other than an officer or agent of the Company, or when necessarily so remitted by any such officer or agent, in compliance with the rules and regulations of the Company, the money may be sent to the bank of deposit in the same way.

18. The agents at the respective stations along the line and at Danville shall transmit, in an envelope directed to the Treasurer, the money which they have in their hands, to be paid into the treasury, accompanied by a report to the Auditor, signed by the agent, and the Conductors shall deliver to the Treasurer the money in their hands, to be paid in with a similar report to the Auditor, signed by them, which report the Auditor shall file, and issue his warrant as in other cases ; and the Treasurer shall cause the money to be deposited, give a receipt therefor, and deliver the same to the Auditor, who shall remit the proper receipt to the person entitled thereto, the Auditor and Treasurer making the proper entries.

19. All supplies of articles for the use of the Company, of every description, shall be obtained only by a requisition of the Superintendent on the Auditor, which requisition shall be in writing, and shall state concisely the character and quantity of the article or articles required ; and the Auditor shall thereupon issue an order for the purchase of the article or articles so required, to the person authorized to make the purchase, shall enter the requisition in a book kept in his office for the purpose, number the requisition and file it ; but no such order shall be issued for the purchase of any article, or of any articles at any one time, the probable cost of which will, in the estimation of the Auditor, exceed the sum of \$300, until the requisition therefor has been submitted to the President or President *pro tempore*, and approved by him in writing.

20. When purchases are made of supplies for the Company, an account or bill shall be taken of the same, which when the supplies are delivered, and the proper entries thereof are made on the books of the Superintendent, shall be certified by him, or in his absence by his Clerk, stating in the certificate if the account or bill is to be paid in cash or upon a credit, and the time of the credit, if any, and the same so certified shall be delivered to the Auditor, who shall enter it to the credit of the seller in the proper account, and file it in his office. If the account or bill is to be paid in cash, the Auditor shall issue a warrant for its payment in the manner before prescribed ; and if it is on a credit, the Auditor shall issue a warrant for a note or acceptance for the amount thereof, when authorized by the President or President *pro tempore* to do so, in the manner before prescribed, or if such note or acceptance is not given when the seller applies for payment at the proper time, the warrant for the payment shall be then issued, the receipt for the warrant being taken, and the proper entries made, and proceedings had in regard thereto, as before directed and prescribed.

21. No property of the Company shall be sold or disposed of otherwise than for the uses of the Company, unless by an order of the Board of Directors, authorizing such sale or disposition ; and to that end there shall from time to time be made to the

Board reports of all such property of the Company as may not be of use. The President to make such reports in regard to the land of the Company, and the Superintendent to make them in regard to the personal property, which reports shall give a description of the property.

22. The office of the Transportation Clerk, with the books, vouchers and other papers, now in the same, shall be transferred from the Superintendent's department to the Auditor's office, and the Transportation Clerk and his assistant shall be the first and second Clerks in the Auditor's office ; but the Auditor shall cause an account to be kept of the number of passengers passing over the road in books kept for the purpose, as the Transportation Clerk now does, and shall report the same to the Superintendent in the same manner, and at the same times as is now done by the Transportation Clerk.

23. All the reports now made, and all the abstracts now returned to the Transportation Clerk and to the Treasurer, shall be made and returned to the Auditor, and all such reports and abstracts shall be made and returned at the times and in the forms in which they are now done, except as otherwise directed. Such other reports or abstracts shall be made or returned to the Auditor, as the rules and regulations now or hereafter may require.

24. The Superintendent shall, after he has made the proper entries in his books from the monthly abstracts now returned to him by the Station Agents of the express freight received or sent from the respective stations, transfer such abstracts to the Auditor, who shall compare the same with the abstracts and way-bills of the express agent, in order to verify the same shall note any errors or discrepancies therein, make the proper corrections in his accounts, when any such corrections are required, and file the said monthly abstracts in his office.

25. The salaries of all the officers of the Company not belonging to the Transportation Department, (those belonging to that department being included in the pay rolls, as is now done,) and the allowances to the Directors shall be paid upon the warrant of the Auditor, as in other cases of charges against the Company, including the salary of the Auditor himself ; and pro-

per accounts shall be kept, and proper entries made of all such payments.

26. The pay rolls shall be made out by the Superintendent, and submitted to the President or President *pro tempore*, and if approved by him in writing, shall be certified by the Superintendent to the Auditor, who shall issue a warrant for the payment of the amount thereof to the proper paymaster, take a receipt therefor, and charge the amount to the proper account, as in other cases ; but the pay roll shall be delivered to the paymaster, so that he may pay off the several sums thereon to the persons respectively entitled thereto. When the payments to the persons entitled, or to such of them as can be found are all made, the paymaster shall return the pay roll to the Auditor, and once in every month shall settle his account ; if any balance remains unpaid it shall be paid into the treasury as in other cases, and receipts given to the paymaster as directed in other cases ; the pay roll to be filed by the Auditor, and the proper entries made by him and by the Treasurer. Should the person or persons entitled to such balances apply for the same, they shall apply to the Auditor for a warrant as in other cases.

27. A book of the hires of slaves shall be made up by the Superintendent, as is now done, and the annual accounts of hires therein shall be certified by him, and the book so certified shall be delivered to the Auditor, who shall take from the owners or their authorized agents a receipt in said book for the warrant to be issued for the payment of the quarter's hire, as in other cases, and he shall cause the person receiving the same to endorse a credit therefor on the contract of hire, which must be produced for the purpose, and when the amount is paid the Treasurer shall take a receipt therefor as in other cases. At the end of the year, the Auditor, upon giving his warrant for the last quarter's hire, shall take a receipt therefor on the contract in full thereof, and file the same in his office. The proper entries to be made by the Auditor and Treasurer as in other cases. Before the end of every year the Superintendent shall report to the Auditor any charges or offsets against the owner on account of the hire, which the Auditor shall deduct from the amount

due for the hire, before he issues his warrant for the payment, which shall be for the balance that may be due.

28. The accounts of the issue and transfer of the stock of the Company, and of dividends thereon, shall be kept by the Auditor in proper books in his office, and he shall also keep the accounts of all loans made by the Company, and of the interest thereon.

29. All penal and other bonds executed to the Company, except the bond of the Auditor himself for the faithful discharge of his duties, shall be filed, and carefully kept and preserved by the Auditor in his office. The Auditor's bond shall be kept and preserved in like manner by the Treasurer.

30. The books now kept by the Treasurer, and by the Transportation Clerk, shall be balanced and closed. A new set of books shall be opened by the Auditor and Treasurer respectively, in compliance with the rules and regulations now adopted, to which the balances on the old books shall be transferred to the proper accounts therein; and all the proceedings of the Auditor and Treasurer shall hereafter be recorded in the books kept for the purpose, and the books, vouchers and papers shall be properly arranged and preserved by them respectively in their respective offices.

31. All the vouchers and other papers now in the Treasurer's office shall be transferred to the Auditor's office, and all the said vouchers and papers, as well as those transferred from the office of the Transportation Clerk, shall be properly arranged and filed under the direction of the Auditor, and carefully preserved in his office, in cases to be prepared therein for the purpose.

32. All rules and regulations heretofore adopted, and all orders heretofore given by the Board of Directors, in regard to the financial affairs of the Company, so far as the same are inconsistent with the foregoing Rules and Regulations, but no farther, are hereby rescinded and annulled.

REPORT.

The committee appointed by the last annual meeting of Stockholders to investigate "the condition and affairs" of the Company, and report to the next annual meeting, have discharged the duty imposed on them, and respectfully submit the following report:

Condition of the Roadway, &c.

Commercial difficulties and embarrassments, growing out of our struggle for independence, have rendered it well nigh impossible to procure iron for railroad purposes at any price, and in consequence of these difficulties, the substitution of the heavy for the flat rail along the line of the road has been necessarily suspended during the past fiscal year, not more than three quarters of a mile having been thus relaid. So pressing, indeed, have been these difficulties, that it has been found unavoidable occasionally to take up the heavy rail from the sidings and at the stations along the line, to make such repairs on other portions of the road as were indispensably necessary. But notwithstanding all these obstacles, your committee are gratified to report that the road has been generally kept in good running order under very heavy and constant use. The four sections extending from Staunton river to Danville have been thoroughly repaired by the introduction of new sills wherever needed, and are now in excellent order. The residue of the track is not in so good a condition as these four sections. On portions of it the iron is beginning to wear very seriously, requiring both careful attention and heavy expense to keep it in repair. It has been kept, however, in fair running order during the fiscal year, much better in fact than your committee expected under the heavy pressure on the road, and in the present disturbed and unsettled condition of the country; and whilst the increased cost of ma-

terial of all kinds has necessarily added to the cost of repairs, your committee are gratified to state that the road has been kept in its present condition with reasonable economy to the Company. The perishable character of a large portion of the track, that on which the flat rail is used, necessarily entails on the Company a heavy annual expense. The attention of the Stockholders and the Board has been heretofore called by this committee to the great advantage in safety and economy of the heavy over the flat rail, and without going again into that subject in detail, we beg leave to refer the Stockholders to the views and tables presented in our report of 1860, where a somewhat careful and extended examination of this subject will be found; and we repeat the opinion therein expressed, that safety and economy both require a more rapid replacement of the flat by the heavy rail, even should it be necessary to issue bonds and suspend dividends for the purpose.

Of course, your committee do not advise the purchase of heavy iron at present exorbitant prices, were such purchase in fact practicable, but convinced as they are of the great advantage in safety and economy of the heavy rail, they respectfully suggest the propriety of setting apart a portion at least of the present large profits of the road, in order that heavy iron for this and other purposes may be purchased on the best terms so soon as the existing blockade shall be raised, and our ports opened to the commerce of the world. The necessity of this course would seem to be more manifest, when it is remembered that the subscription by this Company to the stock of the Piedmont Railroad Company makes this Company in substance the manager, as it is the owner of that line, charged with the duty and the burden of completing it; and the true interest of both lines would seem to require that the first favorable opportunity should be seized for the purchase of iron for each. Your committee have not thought proper to investigate the affairs of the Piedmont Company, as not being strictly within the scope of their duty. They content themselves with referring to the exhibit which will be made of that subject by the President in his report, and will merely express the opinion that the interest of

this Company will be incalculably advanced by the completion of that road as the property of this Company.

Depots, &c.

There has been no change worthy of note in the Company's depots, either at Richmond or along the line of the road since our last report. Those built by and belonging to the Company are generally in reasonable repair, and your committee have no remarks or suggestions to make concerning them. On that subject, as indeed on all others within the sphere of his duty, your committee are of opinion that your accomplished Superintendent may be safely left to the exercise of his own discretion, confident that in his hands the interests of the Company will be entirely secure. He attended your committee during their examination, which was somewhat protracted, rendered them valuable aid in the discharge of their duties, and gave attention and respectful consideration to all suggestions made to him. Your committee deem it a fortunate thing for the Company to have secured the services of so efficient an officer.

The private depots at Wolf Trap, Price's Station and Jennings' Ordinary, are very much out of order, each of them leaking badly, and that at Jennings' Ordinary in a condition so dilapidated as to render it utterly unfit for valuable storage, and unsafe for storage of any kind. Goods and produce are received at these stations by agents of the Company, and receipted for in the Company's name as at other stations, thus making a *prima facie* case of liability on the part of the Company; and if this practice is to be continued, then these depots should each of them be promptly and thoroughly repaired. If the Company is unwilling to repair them wholly or in part, then they should all be at once discontinued, unless the planters and farmers interested will themselves undertake to put them in thorough repair without further delay, and unless there is a distinct understanding that the Company is nowise liable for any damage to freight at these stations.

Whilst examining the depots, your committee took occasion to test the scales along the line, and found quite a considerable va-

riation in a number of them from the true standard. The attention of the Superintendent was called to the subject.

Books and Accounts.

The mode of keeping the books and accounts of the Company, both in the Auditor's office and elsewhere, is the same in all respects which has prevailed for some years past, and your committee have no special remarks to make thereon. The books both at Richmond and along the line of the road continue (a few cases of new agents on the line excepted) to be kept with neatness, and as far as your committee could judge with accuracy. They have no change or amendment to suggest, having made such suggestions in minor matters as occurred to them to the agents themselves.

The ticket system is the same which has been already reported to the Stockholders on several occasions, and seems to your committee to be as well calculated to secure fidelity in the Company's agents as any that could be adopted.

Work Shops, &c.

The same disturbing causes which interfered with the operations of the Board on the line of the road, have caused to a great extent a suspension of work in the Company's shops during the past year. Indeed, as early as the month of April last, all business was suspended in the shops at Richmond, and the buildings turned over for the time to the use of the Confederate Government as hospitals. The greater portion of the machinery, tools and utensils, were removed to the town of Darville, where valuable shops have been erected, and are now in successful operation. The establishment of these shops at the Southern terminus of your road is deemed by your committee a very judicious measure, and one of both convenience and economy, and their importance to the Company will be greatly enhanced by the completion of the Piedmont road. They were especially gratified at the results of a small furnace recently established by the Board at their shops, by which valuable castings, indispensable to the use of the Company, are quickly made at a very

moderate expense, which otherwise could only be obtained with much difficulty, and at an exorbitant price.

A portion of the machinery and tools which have been removed from the shops at Richmond to Danville has been returned, and valuable additions made by purchase, so that these shops are again in successful operation, with valuable results to the Company, and although not fully re-established when your committee examined them, they were in progress of completion with important improvements, and will very soon be in condition to render to the Company greater facilities than those which have heretofore resulted from their establishment.

Your committee were gratified to learn from the President that arrangements are now in progress to establish at these shops a much more capacious furnace than that at Danville, so as to be able to turn out castings on a much larger scale, equal in fact to the demands of the road. Profitable results are anticipated from this enterprise. It is the policy of the President and Board of Directors to make your road as far as practicable a self-sustaining institution—a policy eminently wise under all circumstances, but especially so at the present time, when we are engaged in an arduous but a glorious struggle not merely for commercial independence and State integrity, but for all that is dear to man—for our homes and our hearth stones, for our property, our liberty and our lives.

It may be proper to add, that whilst at the shops there has necessarily been a partial suspension of Company work, these shops have been able to turn out much valuable work for the Confederate Government, an account of which will doubtless appear in the statements accompanying the President's report.

Telegraph.

This institution is regarded by your committee so indispensable to the safe and satisfactory working of the road, that they would willingly incur the entire expense of keeping it up without revenue from it, rather than be without it. But they are gratified to announce to the Stockholders that all the benefits of the Telegraph are secured to the Company without cost. Un-

der the very efficient management of Mr. Morrow, the agent at Richmond, who has had a general supervision of the line, the profits already exceed the expenses of the line, as will appear from the following figures :

Gross receipts for last fiscal year	-	-	-	\$5,871 91
Total expenses for same	-	-	-	4,943 25
Nett profit	-	-	-	\$928 66

showing a nett profit of \$928 66, being a fraction over 12 per centum on the original cost, and this exclusive of all work done for the Company. The business actually done for the Company at the regular charges would amount in round numbers to \$56,000, and all this is secured without cost. Your committee regard the enterprise as a complete success in a pecuniary aspect, and invaluable in point of convenience and safety in working the road.

Revenue of the Road.

The gross earnings of the road for the last fiscal year amount to \$724,430 00, showing an excess over the earnings of the previous year of \$276,970 07, and an excess of \$163,525 57 over the earnings of any year since the organization of the Company.

The working expenses amount to \$341,833 84, leaving a net revenue of \$372,519 16, being \$165,924 48 in excess of the net revenue of the previous year, and \$90,190 69 in excess of the largest net revenue ever received :

The ratio of working expenses to net profits is	-	47.13
The ratio of net profits is	-	52.87

It will be seen, however, from the Superintendent's report, that the ratio of working expenses may be very properly reduced to 42.33, by deducting from those expenses certain charges for permanent improvements, amounting to \$35,181 16, and thus the net profits would be increased to 57.67.

Financial condition of the Road.

The indebtedness of the Company to be provided for out of

the accruing revenue of the current fiscal year may be stated as follows :

Balance unpaid of extended bonds	\$44,000 00
One year's interest on same	2,600 00
Annuity to State of Virginia for less than 22 years from this time, payable in semi-annual instalments,	42,000 00
Annual interest on \$200,000, guarantied debt, payable semi-annually until 1875,	12,000 00
Total amount	<u>\$100,600 00</u>

From this statement, it will be seen that the entire amount of indebtedness (properly so called) to be provided for out of the accruing revenue of the current fiscal year is \$100,600, and that sum will wholly discharge the balance of extended bonds, with the interest accruing thereon, leaving thereafter only the sum of \$54,000, existing debt, to be annually provided for until the year 1875, and thereafter only \$42,000.

With a net revenue of \$372,519 16, and a permanent annual charge of only \$54,000, it would seem reasonable that all extraordinary and contingent expenses should be paid, and a margin left for very large dividends. But your committee are decidedly of opinion that such a step, under existing circumstances, is hostile to the true interests of the Company.

The attention of the Company has already been directed to the importance of setting apart a portion of its net revenue for the purchase of heavy iron. The rapid deterioration which we must now reasonably expect in the flat rail on the track, (the whole of it being from 9 to 12 years' old,) and the corresponding increase of danger on that portion of your road must demonstrate the propriety of replacing it with heavy rail as soon as practicable, and we think the Company ought to be ready to enter the market for it with cash.

But apart from this, it will be seen from the President's report that there is another very heavy liability on the Company, not properly listed perhaps among its debts, but which is in substance a debt of the Company, and should be so considered and

provided for by them—we mean the subscription to the Piedmont Railroad Company, amounting to the sum of \$1,484,000. Should that work be rapidly constructed, as every consideration of public necessity and private interest imperatively requires that it should be, then the payments for the stock must of necessity be as rapidly made. It is true that arrangements have been judiciously made by the President and Board of Directors to borrow from the Confederate Government \$1,000,000 to meet this subscription in part. But it is also true, that so soon as this loan shall be effected it becomes a liquidated debt, payable according to the terms of the loan in annual instalments of \$100,000 each, commencing one year after the completion of the road, and constituting a lien on all the works of this Company. And it is equally true, that this sum of one million of dollars will neither pay your subscription, (which is \$1,484,000,) nor complete the road, unless, indeed, this road shall prove to be unlike all other roads which have been heretofore constructed. Should the work be completed within a year, it is manifest that within that period the balance at least of your subscription must be paid, amounting to \$484,000; for whatever may have been the estimate of the cost of the road when the stock was taken, no practical man will say that those estimates will or ought to apply under existing circumstances, when prices have gone up 100 *per centum*. The probability then is, that you will be called on not only for the above balance of your subscription, but for a much larger sum, and this call must be met at an early day if the public exigencies be consulted, and the hopes and expectations of this Company be realized. How is it to be met? Your committee are of opinion that *now*, in the “flush times” of the Company, when we are realizing large annual profits, with very inconsiderable annual charges upon them, *now* is the time to provide a sinking fund to meet these liabilities. They think that considerations of prudence and economy should forbid us to appropriate this large revenue to private uses, leaving the heavy liabilities referred to to the chances of the future.

They advise, therefore, that a portion at least, if not all the

net revenue of the road, be set apart as a sinking fund to meet this certain though prospective debt.

In conclusion, your committee would beg leave to state that the officers and agents of the Company have displayed in the management of its affairs an active energy and wise forethought worthy of commendation, and they congratulate the Stockholders on the auspicious results of their labors.

All which is respectfully submitted.

WOOD BOULDIN,
ELISHA BARKSDALE, Jr.
G. T. PACE.

Your committee were charged specially with the duty of reporting whether any, and if any, what changes are necessary in the By-Laws of the Company.

They have examined these laws with some care and labor, and recommend that the 15th Article of the By-Laws be so amended as to read as follows :

15. The Directors shall be allowed mileage at the rate of fifteen cents for every mile they shall necessarily travel in going to and from the meetings of the Board, and four dollars per day for each day they may attend the same, and the members of the committee appointed to examine the accounts shall each be allowed four dollars per day for each day they may be necessarily employed in such examination, and fifteen cents for every mile of necessary travel to and from the place of examination.

The only change made by this amendment is to allow a Director, who is on the committee of accounts, the same mileage for attending to that duty that he is allowed for attending meetings of the Board.

Your committee would further recommend that the following additional Article be adopted :

18. It shall be the duty of the Secretary, at the close of each annual meeting of the Stockholders, to cause to be printed all the By-Laws of the Company, as amended at each meeting, and to have the same bound with the published proceedings of the Stockholders.

Your committee have had practical experience of the necessity of this Article, having been compelled to look over all the proceedings of the Stockholders from the beginning, to find out what amendments had been made in the original By-Laws of the Company. By the adoption of this Article, all the laws as amended from time to time will always be found together.

All which is respectfully submitted.

WOOD BOULDIN,
ELISHA BARKSDALE, Jr.
G. T. PACE.

